SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

TIME TABLE

80

FOR THE

PORTLAND DIVISION

To Take Effect Sunday, May 31st, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

JUNCTION CITY SUBDIVISION

Eastward FROM SAN FRANCISCO TOWARD SAN FRANCISCO **Westward**

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS						Distance from San Francisco		Time Table No. 80 May 31, 1914	Distance from Portland via Lebanon	FIRST CLASS						SECOND CLASS		
	246	242	248	74	98	76	66	72	62					97	73	61	75	65	71	245	241	247
	Way Freight	Way Freight	Freight	Passenger	Mixed	Mixed	Passenger	Passenger	Woodburn Passenger					Mixed	Passenger	Passenger	Mixed	Brownsville Passenger	Passenger	Way Freight	Way Freight	Freight
	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily
27 WFOY	2.00PM	6.00AM			5.05PM				5.20AM	645.0	DR	**SPRINGFIELD** 0.1	128.7	s 7.45AM		s 3.25PM				8.25AM	4.15PM	
										645.1		P. E. & E. CROSSING 3.8	128.6									
11	2.15	6.13			f 5.15				f 5.29	648.9		ARMITAGE (Spur) 3.5	124.8	f 7.34		f 3.13				8.10	4.00	
15	2.30PM	6.30			s 5.25PM				s 5.40	652.4	DR	**COBURG** 4.1	121.3	7.25AM		s 3.04				8.00AM	3.50	
6		6.42							f 5.49	656.5		WILKINS (Spur) 3.8	117.2			f 2.51					3.29	
8		6.54							f 5.57	660.3		PRICEBORO (Spur) 3.3	113.4			f 2.42					3.18	
13		7.04							f 6.04	663.6		ROWLAND 4.0	110.1			f 2.34					3.07	
4		7.16							f 6.13	667.6		TWIN BUTTES (Spur) 4.4	106.1			f 2.24					2.55	
20 WT		7.40					10.45AM		s 6.25	672.0	DR	**BROWNSVILLE** 2.3	101.7			s **2.14**		s 8.15PM			**2.14**	
		7.47					f 10.50		f 6.31	674.3		LINN (No siding) 4.0	99.4			f 2.04		f 8.04			1.45	
14		8.00					s 11.02		s 6.42	678.3		PLAINVIEW 4.1	95.4			s 1.56		s 7.56			1.30	
14		8.12					11.14		6.53	682.4		LOWSON 2.4	91.3			1.47		7.47			1.15	
16 Y		8.20AM					s 11.20AM		s 6.58AM	684.8	R	**TALLMAN**	88.9			1.40PM		7.40PM			1.05PM	
	For schedule of trains between Lebanon and Tallman, see page 4.													For schedule of trains between Lebanon and Tallman, see page 4.								
22 WT		9.00AM					11.40AM		7.15AM	688.5	DR	**LEBANON** 4.3	85.2			s 1.20PM		s 7.10PM			12.15PM	
14		9.15					f 11.51		f 7.26	692.8		BREWSTE 2.1	80.9			f 1.07		f 6.56			12.02PM	
15		9.22					f **11.56**		f 7.31	694.9		GRIGGS 1.6	78.8			f 1.02		f 6.50			**11.56**	
10										696.5		BALM (Spur) 0.9	77.2									
12		9.35					s 12.05PM		s 7.40	697.4		CRABTREE 1.3	76.3			s 12.55		s 6.43			11.35	
9		9.45					f 12.08		f 7.43	698.7		GAINES (Spur) 1.9	75.0			f 12.51		f 6.37			11.25	
7							f		f	700.6		GILKEY 2.3	73.1			f		f				
17		10.05					s 12.20		s 7.55	702.9	D	WEST SCIO 1.8	70.8			s 12.41		s 6.24			11.10	
9		10.15					s 12.25		s 8.00	704.7		SHELBURN 2.2 (C&E Crossing)	69.0			s 12.36		s 6.18			11.00	
13		10.21					f **12.30**		f 8.05	706.9		NORTH SANTIAM 1.4	66.8			f **12.30**		f 6.10			10.50	
13		10.40					s 12.35		s 8.12	708.3		WEST STAYTON 3.8	65.4			s 12.25		s 6.05			10.45	
9 W		11.00					s 12.50		s 8.25	712.1		AUMSVILLE 2.9	61.6			s 12.08PM		s 5.52			10.30	
27		11.15					s 1.00		s 8.35	715.0		SHAW 2.4	58.7			s 11.56		s 5.41			10.15	
14		11.25					s 1.08		s 8.43	717.4		MACLEAY 2.0	56.3			s 11.48		s 5.33			10.05	
40				5.00PM		10.00AM				726.2	DNR	**SALEM** 3.4	61.1		s 9.25AM		s 3.00PM					
7				f 5.13		f 10.15				722.8		LACHMUND (Spur) 3.4	57.7		f 9.12		f 2.45					
20 Y		**11.41**		s **5.27**		s 10.30	s 1.15		s 8.50	719.4	R	**GEER** 1.2	54.3		s 9.00	f **11.41**	s 2.30	s **5.27**			9.57	
4										720.6		DURBIN (Spur) 0.7	53.1									
20		11.50		s 5.32		s 10.37	s 1.20		s **8.55**	721.3		PRATUM 1.7	52.4		s **8.55**	s 11.35	s 2.22	s 5.21			9.50	
10		11.59		f 5.37		f 10.45	f 1.25		f 9.00	723.0		SWITZERLAND (Spur) 4.3	50.7		f 8.47	f 11.30	f 2.16	f 5.17			9.40	
17 WY		12.30PM	**11.15**AM	s 5.50		s 10.59AM	s **1.45**	7.25AM	s **9.15**	727.3	DR	**SILVERTON** 1.5	46.4		s 8.35	s **11.15**	2.00PM	s 5.05	s 7.05PM		**9.15**	**1.40**PM
4				f			f	f	f	728.8		ABIQUA (Spur) 0.8	44.9		f	f		f	f			
11		12.40	11.22	f 5.55			f 1.51	f 7.30	f 9.21	729.6		DOWNS (Spur) 1.9	44.1		f 8.26	f 11.00		f 4.54	f 6.57		8.46	1.31
29		1.00	11.30	s 6.00			s 2.00	s 7.35	s 9.30	731.5	D	MT. ANGEL 1.1	42.2		s 8.22	s 10.55		s 4.50	s 6.52		8.40	1.25
8		1.05	11.35	f 6.03			f 2.04	f 7.38	f 9.34	732.6		BARON (Spur) 1.1	41.1		f 8.18	f 10.52		f 4.44	f 6.48		8.31	1.16
17		**1.13**	11.40	s 6.06			s 2.08	s 7.41	s 9.38	733.7		McKEE (Spur) 1.4	40.0		s 8.15	s 10.49		s 4.41	s 6.45		8.28	**1.13**
4		1.20	11.45	f 6.10			f 2.13	f 7.45	f 9.43	735.1		TOWNSEND (Spur) 2.8	38.6		f 8.11	f 10.44		f 4.38	f 6.41		8.23	1.08
59 WYF		1.40PM	11.55AM	s 6.20PM			s 2.25PM	s 7.55	s 9.55AM	737.9	DNR	**WOODBURN**	35.8		8.05AM	10.35AM		4.30PM	6.35PM		8.15AM	1.00PM
	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(92.9)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily
	(0.30)	(7.40)	(0.40)	(1.20)	(0.20)	(0.59)	(3.40)	(0.30)	(4.35)			Time over District		(0.20)	(1.20)	((4.50)	(1.00)	(3.45)	(0.30)	(0.25)	(8.00)	(0.40)
	14.79	11.80	14.10	18.96	22.20	14.80	17.70	21.00	20.37			Average speed per hour		22.20	18.96	19.99	14.70	17.52	21.00	17.76	11.67	14.10

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.) Exception: No. 74 is superior to No. 71.

Additional flag stops for all trains: Selah Springs, M. P. 724.2; Shaff, M. P. 709.9; County Road Crossing, between Priceboro and Wilkins; Grange Hall, between Rowlands and Twin Buttes; Yeoman, 1.5 miles east of Lachmund; Gesner, 1 mile west of Lachmund; Tinglestead, 1.7 miles west of Silverton. Glasser M. P. 680.8 and Went M. P. 682.9.

JUNCTION CITY SUBDIVISION

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO **Westward**

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS	FIRST CLASS				Distance from San Francisco		Time Table No. 80 May 31, 1914		Distance from Portland	FIRST CLASS				SECOND CLASS
		246	94	98	92	28						91	97	93	27	245
		Way Freight	Passenger	Mixed	Passenger	Willamette Limited						Passenger	Mixed	Passenger	Willamette Limited	Way Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			**STATIONS**			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
250	WY			2.00PM			684.1	DR	**OAKRIDGE**	5.1	166.8		s 10.30AM			
71				s 2.15			679.0		LOOKOUT	5.4	161.7		s 10.15			
71				s 2.30			673.6		LAWLER	1.1	156.3		s 9.55			
22				s 2.35			672.5		EULA	3.8	155.2		s 9.50			
71				s 2.45			668.7		RESERVE	4 9	151.4		s 9.40			
71	W			s 3.05			663.8		CARTER	2.5	146.5		s 9.20			
39				s 3.15			661.3	D	LOWELL	2.2	144.0		s 9.10			
71				s 3.20			659.1		PENGRA	2.9	141.8		s 9.00			
9				s			656.2		FALL CREEK (Spur)	1.7	138.9		s			
71				s 3.40			654.5		HILLS	1.8	137.2		f 8.40			
42				s 3.45			652.7		JASPER	0.6	135.4		f 8.30			
13							652.1		JASPER SPUR	1.6	134.8					
12				s 4.00			650.5		NATRON	3.4	133.2		s 8.20			
				s 4.15			647.1		DOUGLAS (No siding)	0.5	129.8		f 8.07			
30	T	11.30AM	4.00PM		9.00AM		6 62.4	DR	**WENDLING**	2.1	145.1	8.40AM		3.50PM		10.35AM
8							660.3		DRURY	0.6	143.0					
11		11.40	s 4.08		s 9.08		659.7		HYLAND (Spur)	1.1	142.4	s 8.30		s 3.40		10.20
45	W	12.10PM	s 4.13		s 9.13		658.6		MARCOLA	1.0	141.3	s 8.25		s 3.35		10.10
6							657.6		BAXTER	0.8	140.3					
13			f 4.18		f 9.18		656.8		BALLY	1.8	139.5	f 8.18		f 3.28		
8		12.25	s 4.24		s 9.24		655.0		DONNA (Spur)	2.0	137.7	s 8.13		s 3.23		9.50
3		12.35	f 4.30		f 9.30		653.0		SPORES (Spur)	1.5	135.7	f 8.08		f 3.18		9.40
33		12.45	f 4.34		f **9.35**		651.5		YARNELL	2.2	134.2	f 8.04		f 3.14		**9.35**
6		1.00	f 4.41		f 9.42		649.3		HENDRICKS	2.7	132.0	f 7.57		f 3.07		9.10
		1.15	4.48	f 4.20	9.50		646.6		**MOHAWK JUNCTION**	1.4	129.3	7.50	f 8.04	3.00		8.50
27	WFOY	1.25PM	s 5.00	s 4.30PM	s 9.55	7.00AM	645.2	DR	**SPRINGFIELD**	1.2	127.9	s 7.45	8.00AM	s 2.55	s 8.45PM	8.45AM
Y			5.05PM		10.05AM	7.05AM	644.0		**SPRINGFIELD JCT.**		126.7	7.30AM		2.50PM	8.35PM	
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(40.1)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(1.55)	(1.05)	(2.30)	(1.05)	(0.05)			Time over District			(1 10)	(2.30)	(1.00)	(0.10)	(1.50)
		8.97	16.98	15.60	16.98	16.80			Average speed per hour			15.76	15.60	18.40	7.20	9 37

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS		FIRST CLASS				Distance from San Francisco		Time Table No. 80 May 31, 1914	Distance from Portland	FIRST CLASS				SECOND CLASS	
		86	**244**	**68**	**64**	**84**	**82**					**63**	**81**	**67**	**83**	**243**	**85**
		Mixed	Way Freight	Brownsville Passenger	Passenger	Passenger	Lebanon Passenger					Woodburn Passenger	Passenger	Passenger	Lebanon Passenger	Way Freight	Mixed
		Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday
24	WT	3.30PM	12.40PM	7.20PM	1.25PM	11.10AM	6.50AM	701.0	DR	**LEBANON**	92.6	s 7.10AM	s 9.17AM	s 11.35AM	s 7.50PM	8.45AM	s 1.55PM
67		f			f	f	f	700.4		0.6 CALAHAN (Spur)	92.0		f	f	f		f
14		f 3.40	12.50	f 7.28	f 1.33	f 11.20	f 6.56	698.0		2.4 IRVINVILLE	89.6	f 7.03	f 9.08	f 11.27	f 7.42	8.35	f 1.43
16	Y	s 3.50	1.00PM	s **7.31**PM	s **1.35**PM	s **11.25**	s **7.00**	697.3	R	0.7 **TALLMAN**	88.9	**7.00**AM	s 9.05	**11.25**AM	s **7.40**	8.30AM	s **1.40**
		f 3.55				f 11.27	f 7.05	696.4		0.9 CRANOR (No siding)	88.0		f 9.00		f 7.33		f 1.27
14		f 3.58				f 11.30	f 7.08	695.4		1.0 GOLTRA	87.0		f 8.57		f 7.30		f 1.24
11		f 4.04				f 11.34	f 7.12	693.7		1.7 FRY	85.3		f 8.53		f 7.25		f 1.19
11		f 4.11				f 11.42	f 7.18	691.5		2.2 FROMAN	83.1		f 8.48		f 7.19		f 1.12
		4.20				11.50	7.25	689.7		1.8 **ALBANY JUNCTION**	81.3		8.44		7.14		1.05
39	WYOF	s 4.25PM				s **11.55**AM	s 7.30AM	690.9	DNR	1.2 **ALBANY**	80.1		**8.40**AM		7.10PM		1.00PM
		Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(12.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday
		(0.55)	(0.20)	(0.11)	(0.10)	(0.45)	(0.40)			Time over District		(0.10)	(0.37)	(0.10)	(0.40)	(0.15)	(0.55)
		13.64	12.00	23.79	24.00	16.66	18.75			Average speed per hour		24.00	20.27	24.00	18.75	16.00	13.64

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 82 is superior to No. 63 and No. 68 is superior to No. 83.

ASHLAND SUBDIVISION

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS						Diastance from San Francisco via Marysville			Time Table No. 80 May 31, 1914	Distance from Roseburg	Minimum running time between stations for freight trains—minutes.	FIRST CLASS						SECOND CLASS		
	222	228	226	16	46	44	14	42	12							11	43	13	45	15	41	227	225	221
	Portland Fast Freight	Way Freight	Way Freight	Oregon Express	Ashland Motor	Ashland Motor	Portland Express	Glendale Passenger	Shasta Limited							Shasta Limited	Ashland Motor	San Francisco Express	Ashland Motor	California Express	Glendale Passenger	Way Freight	Way Freight	Portland Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
WFOT	9.20PM	12.01PM		**4.50PM**	3.40PM	9.40AM	7.50AM		2.20AM	429.1	DNR		**ASHLAND**	143.5		3.55AM	s 9.25AM	s 11.35AM	s 3.20PM	s **4.50PM**		10.45AM		3.00AM
					s 3.50	s 9.50							ASHLAND (City Station)	143.5			s 9.15		s 3.10					
49	9.35	12.19		s 5.02	s 4.06	s **10.05**	s 8.02		**2.31**	434.6			5.5 TALENT	138.0		3.37	s 8.53	11.12	s 2.50	s 4.25		**10.05**		**2.31**
25	9.42	12.26		s 5.07	s **4.14**	s 10.12	s 8.07		2.35	437.0			2.4 PHOENIX	135.6		3.31	s 8.45	11.04	s 2.41	s **4.14**		9.30		2.00
6										438.4			1.4 GAS WORKS	134.2										
8					f 4.19	f 10.15				438.8			0.4 VOORHIES	133.8			f 8.40		f 2.35					
49 W	9.57	1.20		s 5.20	s 4.27	s 10.22	s **8.20**		2.45	441.8	DN		3.0 **MEDFORD**	130.8		3.20	s **8.30**	s 10.52	s 2.24	s 4.00		**8.30**		1.40
26							**8.23**			442.9			1.1 **CRATER LAKE JCT.**	129.7			**8.23**	10.40	2.17	3.47				
111	10.07	1.40		s 5.30	s 4.38	s **10.35**	s 8.30		2.51	445.7	D		2.8 CENTRAL POINT	126.9		3.10	s 8.17	s **10.35**	s 2.12	s 3.42		8.00		1.10
30	10.17	**2.00**		f 5.39	s 4.48	s 10.45	f 8.40		**3.01**	450.2		AUTO. BLOCK	4.5 TOLO	122.4		**3.01**	s 8.06	10.27	s **2.00**	f 3.32		7.45		12.55
					f 4.52	f 10.49				451.4			1.2 RAY GOLD (No Siding)	121.2			f 8.02		f 1.57					
45	10.40	2.25		s 5.56	s 5.07	s 11.04	s 8.57		3.15	457.2	D		5.8 GOLD HILL	115.4		2.47	s 7.48	s 10.10	s 1.42	s 3.15		7.20		12.35
					f 5.12	f 11.09				459.4			2.2 ROCK POINT (No siding)	113.2			f 7.42		f 1.36					
48 P	11.05	**2.59**		s 6.11	s 5.25	s 11.22	s 9.12		3.27	464.9			5.0 ROGUE RIVER	107.7		2.35	s 7.26	9.56	s 1.22	s **2.59**		6.55		12.15AM
61 WT	**11.50**	3.45PM	6.00AM	s 6.30	s 5.50PM	s 11.45AM	s **9.38**		3.45	473.9	DNR		9.0 **GRANTS PASS**	98.7		2.20	7.05AM	s **9.38**	1.00PM	s 2.40		6.30AM	4.40PM	**11.50**
20	12.01AM		6.10							475.9			2.0 GRANITE (Spur)	96.7	6								4.20	10.40
30	12.10		6.20	6.45			9.53		4.00	478.2			2.3 DIMMICK	94.4	7	2.05		9.23		2.24			4.10	10.30
43	12.25		6.40	s 6.57			s 10.04		4.10	482.5	D		4.3 MERLIN	90.1	13	1.55		s 9.11		s 2.12			3.50	9.55
6							f			486.0			3.5 THREE PINES (Spur)	86.6	10					f 2.04				
49	12.45		7.00	f 7.11			f 10.16		4.21	487.4		Automatic Block Signals	1.4 HUGO	85.2	4	1.45		f 9.01		f 2.01			3.25	9.20
39	**1.26**		7.35	s 7.32			s 10.36		4.37	494.1	DN		6.4 LELAND	78.5	20	**1.26**		f 8.41		s 1.39			2.45	8.30
49	1.45		7.50	7.43			10.46		4.46	498.6			4.5 POLLARD	74.0	12	1.18		8.31		1.28			2.15	8.08
41	2.00		**8.24**	s **7.51**			s 10.53		4.52	502.0	D		3.4 WOLF CREEK	70.6	10	1.12		f **8.24**		s 1.20			2.00	**7.51**
36 WFT	3.00		8.50	s 8.12			s 11.13	8.30AM	5.15	507.9	DNR		5.9 **GLENDALE**	64.7	18	12.54		s 8.05		s **1.00**	s 9.15PM		**1.00**	7.25
7								f		509.7			1.8 LYSTUL	62.9	12						f			
37	3.32		9.05	f 8.23			f 11.24	f 8.38	5.23	512.0			2.3 REUBEN	60.6		12.41		7.51		f 12.48	f 8.53		12.01PM	7.05
37 P	3.47		9.25	f **8.37**			f **11.38**	f 8.52	5.36	516.5			4.5 BRANDT	56.1	15	12.28		7.38		f 12.34	f **8.37**		**11.38**	6.50
21 WTP	4.09		9.45	s 8.51			s 11.52	s 9.06	5.49	521.2	DN		4.7 WEST FORK	51.4	15	12.15		s 7.24		s 12.20	s 8.20		11.10	6.30
43	4.24		10.00	9.04			**12.06PM**	9.19	6.01	525.6			4.4 COW CREEK	47.0		12.02AM		7.09		**12.06PM**	8.05		10.50	6.10
50 P	4.49		**10.30**	f 9.21			f 12.23	f 9.36	6.15	531.4			5.8 NICHOLS	41.2		11.47		6.53		f 11.46	f 7.50		**10.30**	5.50
6				f				f		535.2			3.8 DOE CREEK (Spur)	37.4						f	f			
36	5.21		**11.20**	f 9.43			f 12.46	f **10.00**	**6.35**	540.3			5.1 CORNUTT	32.3		11.29		**6.35**		f **11.20**	f 7.28		**10.00**	5.15
48	5.36		11.45	s 9.50			s 12.55	s 10.10	6.42	544.2	DN		3.9 RIDDLE	28.4		11.23		f 6.20		s 11.10	s 7.20		9.40	5.05
77	**6.07**		12.05PM	9.58			1.03	10.20	6.50	549.3			5.1 WEAVER	23.3		11.15		**6.07**		10.57	7.07		9.23	4.48
23 W	6.12		12.20	s 10.01			s 1.07	s 10.25	6.52	550.4	D		1.1 MYRTLE CREEK	22.2		11.13		6.05		s 10.55	s 7.05		9.20	4.45
39	6.26		12.40	f 10.11			f 1.18	f **10.40**	7.02	554.9			4·5 DOLE	17.7		11.04		5.52		f **10.40**	f 6.53		9.05	4.30
2	6.35		12.55	f 10.18			f 1.26	f 10.47	7.07	558.0			3.1 ROUND PRAIRIE (Spur)	14.6		10.58		5.45		f 10.32	f 6.45		8.50	4.20
34	6.47		1.10	f 10.26			s 1.37	s 10.57	7.13	562.0	D		4.0 DILLARD	10.6		10.51		5.35		s 10.22	s 6.35		8.35	4.05
3								f		566.3			4.3 CARNES (Spur)	6.3							f			
49	7.04		1.30	f **10.40**			f 1.50	f 11.10	7.23	567.7			1.4 GREEN	4.9		**10.40**		5.21		f 10.08	f 6.22		8.15	3.45
150 WTOF	7.20AM		1.50PM	s 11.00PM			s 2.05PM	s 11.25AM	s 7.35AM	572.6	DNR		4.9 **ROSEBURG**	0.0		10.30PM		5.10AM		9.55AM	6.10PM		8.00AM	3.30PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(143,5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(10.00)	(3.44)	(7.50)	(6.10)	(2.05)	(2.05)	(6.15)	(2.55)	(5.15)				Time over District			(5.25)	(2.20)	(6.25)	(2.20)	(6.55)	(3.05)	(4.15)	(8.40)	(11.30)
	14.35	12.02	12.50	23.26	22.85	22.85	22.00	22.20	27.30				Average speed per hour			26.51	20.69	22.80	20.69	20.74	20.90	10.10	11.40	12.47

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). When two passenger trains or two freight trains meet at Leland the westward train will take siding. Additional flag stops—Nos. 43, 44, 45, and 46—Frederick M. P. 432.5, Seven Oaks Crossing M. P. 447.7, Colvig M. P. 462.8, Savage Rapids Crossing M. P. 468.1, and Sanders M. P. 470.9. Nos. 41 and 42—Union Creek. Nos. 14, 15, 16, 41 and 42—Tunnel 7. No. 15—Ray Gold Sundays only.

ROSEBURG SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS		FIRST CLASS										
	222 Portland Fast Freight	**226** Way Freight	**16** Oregon Express	**14** Portland Express	**94** Passenger	**20** Portland Passenger	**18** Portland Passenger	**12** Shasta Limited	**92** Passenger	**28** Willamette Limited	Distance from San Francisco via Marysville		**Time Table No. 80** May 31, 1914 **STATIONS**
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
150 WTFO	8.55AM	8.20AM	11.15PM	2.15PM			7.50AM	7.40AM			572.6	DNR	**ROSEBURG** 1.6
2							f				574.2		EDENBOWER (Spur) 3.6
77	**9.25**	8.40	11.28	f 2.28			s 8.02	7.52			577.8		WINCHESTER 3.6
26	9.45	**9.13**	f 11.36	f 2.36			s 8.10	8.00			581.4		WILBUR 5.0
77	10.00	9.30	f 11.49	s 2.48			s 8.20	8.10			586.4	D	SUTHERLIN 1.0
2											587.4		WHITMORE (Spur) 1.7
48 W	10.15	9.40	s 11.59	s **2.58**			s 8.25	8.15			589.1	DN	OAKLAND 1.4
2											590.5		YOUNGS (Spur) 4.9
47	10.35	10.00	12.14AM	f 3.13			f **8.40**	8.27			595.4		ISADORA 2.1
36 FT	10.45	10.06	12.20	f 3.19			f 8.47	**8.33**			597.5		RICE HILL 6.2
77	**11.15**	10.24	s 12.36	s 3.35			s 9.02	8.46			603.7	Automatic Block D	YONCALLA 2.4
5											606.1		DEVORE 2.9
33 WY	11.40	**10.40**	s 12.51	s 3.50			s 9.15	9.03			609.0	DN	DRAIN 1.2
4											610.2		KREWSON (Spur) 1.5
25	11.50	11.05	12.58	f 3.57			f 9.22	9.10			611.7		LEONA 1.5
77	**12.01PM**	11.10	1.01	**4.01**			9.27	9.12			613.2		SAFLEY 2.0
8	12.05	11.15	1.05	f 4.04			f 9.32	9.16			615.2		ANLAUF 0.9
21	12.10	11.20	1.07	4.06			9.34	9.18			616.1		CURTIN 1.8
49 W	12.15	**11.25**	1.11	f 4.10			s **9.39**	**9.22**			617.9	D	COMSTOCK 4.0
49 PY	12.40	11.55	1.26	f 4.25			f 9.53	9.36			621.9		DIVIDE 1.0
2											622.9		VEATCH (Spur) 2.1
31	12.50	12.10PM	1.31	f 4.30			f **9.59**	9.42			625.0		LATHAM 1.5
52 W	1.30	12.30	s 1.36	s 4.35		2.20PM	s 10.05	**9.45**			626.5	DNR	**COTTAGE GROVE** 2.6
10	1.40	12.45	1.43	4.42		f 2.26	s 10.12	9.50			629.1	Auto. Block	SAGINAW (Spur) 1.5
77	**2.30**	12.55	**1.51**	4.46		f **2.30**	f 10.17	9.54			630.6		WALKER 4.9
33	**3.04**	1.20	f 2.01	f 4.56		s 2.40	s 10.30	10.03			635.5	D	CRESWELL 3.4
1											638.9		MATHEWS (Spur) 2.0
77	3.27	1.50	2.11	5.07		s **2.53**	s 10.44	10.14			640.9	Automatic Block	GOSHEN 3.4
YP	3.42	2.10	2.19	5.15	5.05PM	f 3.01	f 10.54	10.21	10.05AM	7.05AM	644.3		**SPRINGFIELD JCT.** 2.0
											646.3		P. E. & E. CROSSING 1.0
59 WT	3.57	**2.30**	s 2.32	s 5.30	s 5.15PM	s 3.15	s 11.10	10.27	s 10.15AM	s **7.20**	647.3	DNR	**EUGENE** 5.7
108	4.21	**3.25**	2.45	5.40		s **3.25**	s 11.22	10.38		7.31	653.0		IRVING 2.1
			2.49	5.44		f 3.29	11.27	10.42		7.35	655.1		LUPER (No siding) 5.5
114 WTF	4.55PM	4.45PM	s 3.00AM	s 5.55PM		s 3.40PM	s 11.38AM	10.52AM		s 7.43AM	660.6	DNR	**JUNCTION CITY**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(88.0)
	(8.00)	(8.25)	(3.45)	(3.40)	(0.10)	(1.20)	(3.48)	(3.12)	(0.10)	(0.38)			........................Time over District
	11.00	10.30	23.40	24.00	17.96	25.20	23.14	27.50	17.96	25.81			........................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.) Exceptions: Nos. 12, 14, 16, 18 and 20 are superior to Nos. 91 and 93. No. 16 is superior to No. 27. No. 28 is superior to Nos. 15 and 91.

No. 16 will stop at Springfield Junction to exchange mail. Nos. 14 and 16 will stop at non-schedule stops to let off passengers coming from points west of Cottage Grove.

ROSEBURG SUBDIVISION

TOWARD SAN FRANCISCO

Westward

	Time Table No. 80 May 31, 1914 STATIONS			Distance from Junction City	Minimum running time between stations for freight trains—minutes.	FIRST CLASS 13 San Francisco Express Arrive Daily	15 California Express Arrive Daily	91 Passenger Arrive Daily	17 Roseburg Passenger Arrive Daily	93 Passenger Arrive Daily	19 CottageGrove Passenger Arrive Daily	27 Willamette Limited Arrive Daily	11 Shasta Limited Arrive Daily	SECOND CLASS 221 Portland Fast Freight Arrive Daily	225 Way Freight Arrive Daily	Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	
	DNR	**ROSEBURG**		88.0		s 4.50AM	s 9.45AM		¶ 5.50PM				10.25PM	1.20PM	4.10PM	150	WTFO
		EDENBOWER (Spur)	1.6	86.4	15				f							2	
		WINCHESTER	3.6	82.8		4.34	f **9.25**		s 5.34				10.09	12.55	3.55	77	
		WILBUR	3.6	79.2	10	4.23	f **9.13**		s 5.25				10.00	12.40	3.45	26	
	D	SUTHERLIN	5.0	74.2	15	4 09	s 9.00		s 5.12				9.47	12.20	3.25	77	
		WHITMORE (Spur)	1.0	73.2	7											2	
	DN	OAKLAND	1.7	71.5		s 3.58	s 8.52		s 5.05				9.40	12.10PM	**2.58**	48	W
		YOUNGS (Spur)	1.4	70.1	18											2	
		ISADORA	4.9	65.2	6	3.43	f **8.40**		f 4.51				9.28	11.50	2.30	47	
		RICE HILL	2.1	63.1		3.38	**8.33**		f 4.45				9.23	11.40	2.20	36	PT
Automatic Block	D	YONCALLA	6.2	56.9	18	3.20	s 8.10		s 4.28				9.08	**11.15**	1.45	77	
		DEVORE	2.4	54.5	15											5	
	DN	DRAIN	2.9	51.6		s 3.07	s 7.56		s 4.15				8.58	**10.40**	1.15	33	WY
		KREWSON (Spur)	1.2	50.4												4	
		LEONA	1.5	48.9		2.56	f 7.44		f 4.06				8.48	10.00	12.15	25	
		SAFLEY	1.5	47.4	27	2.52	7.41		**4.01**				8.45	9.52	**12.01**PM	77	
		ANLAUF	2.0	45.4		2.47	f 7.37		f 3.54				8.41	9.47	11.40	8	
		CURTIN	0.9	44.5		2.44	7.35		3.52				8.39	9.45	11.35	21	
	D	COMSTOCK	1.8	42.7		2.39	f 7.31		s 3.49				8.36	**9.39**	**11.25**	49	W
		DIVIDE	4.0	38.7		2.22	f 7.18		f 3.36				8.26	8.40	10.50	49	PY
		VEATCH (Spur)	1.0	37.7	12											2	
		LATHAM	2.1	35.6		2.14	7.10		f 3.30				8.20	8.25	**9.59**	31	
	DNR	**COTTAGE GROVE**	1.5	34.1		s 2.10	s 7.06		s 3.26		s 8.07PM		8.17	8.15	**9.45**	52	W
Autom. Block		SAGINAW (Spur)	2.6	31.5		1.56	7.01		s 3.18		s 7.58		8.12	8.05	9.20	10	
		WALKER	1.5	30.0		**1.51**	6.57		f 3.14		f 7.53		8.09	7.55	9.10	77	
	D	CRESWELL	4.9	25.1		1.42	f 6.48		s **3.04**		s 7.41		8.01	7.35	8.55	33	
		MATHEWS (Spur)	3.4	21.7												1	
Automatic Block		GOSHEN	2.0	19.7		1.32	6.37		s **2.53**		s 7.30		7.53	7.15	8.10	77	
		SPRINGFIELD JCT.	3.4	16.3		1.24	6.25	7.30AM	f 2.40	2.50PM	f 7.22	8.34PM	7.46	6.55	7.50		YP
		P. E. & E. CROSSING	2.0	14.3													
	DNR	**EUGENE**	1.0	13.3		s 1.15	s 6.10	**7.20**AM	s **2.30**	2.40PM	s 7.15	s 8.20	7.41	6.35	**7.30**	59	WT
		IRVING	5.7	7.6		1.01	5.50		s 2.11		s 7.00	8.09	7.30	6.05	7.00	108	
		LUPER (No Siding)	2.1	5.5		12.57	5.46		2.07		f 6.56	8.05	7.26				
	DNR	**JUNCTION CITY**	5.5	0.0		12.45AM	5.35AM		1.57PM		6.47PM	7.55PM	7.17PM	5.45AM	6.40AM	114	WFT
		(88.0)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		Time over District				(4.05)	(4.10)	(0.10)	(3.53)	(0.10)	(1.20)	(0.39)	(3.18)	(7.35)	(9.30)		
		Average speed per hour				21.55	21.40	17.96	22.65	17.96	25.20	25.02	26.64	11.58	9.67		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 12, 14, 16, 18 and 20 are superior to Nos. 91 and 93. No. 16 is superior to No. 27. No. 28 is superior to Nos. 15 and 91.

No. 15 will stop at Springfield Junction to exchange mail.

JUNCTION CITY SUBDIVISION

FROM SAN FRANCISCO

Eastward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations	SECOND CLASS							FIRST CLASS										Distance from San Francisco via Marysville				Time Table No. 80 May 31, 1914
	86	234	232	228	226	230	222	14	20	84	18	142	12	28	82	10	16					
	Mixed	Way Freight	Way Freight	Way Freight	Way Freight	Freight	Portland Fast Freight	Portland Express	Portland Passenger	Passenger	Portland Passenger	P. R. & N. Passenger	Shasta Limited	Willamette Limited	Lebanon Passenger	Albany Passenger	Oregon Express					
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					**STATIONS**
114 WTF					6.30AM		6.15PM	5.57PM	3.42PM		11.42AM		10.52AM	7.45AM			3.02AM	660.6		DNR		**JUNCTION CITY**
10																		664.4			3.8	VIRGIL (Spur)
48					6.42		**6.35**	f 6.07	s 3.52		s 11.51		11.02	f 7.54			**3.12**	665.1		D	0.7	HARRISBURG
3					6.50		6.43	6.12	f 3.57		f 11.56		11.07	7.59			3.17	668.2			3.1	ALFORD (Spur)
77					7.00		**6.56**	6.16	4.01		11.59		11.11	8.03			3.21	670.7			2.5	FOLK
47					7.15		**7.29**	**6.20**	s 4.06		s 12.05PM		11.15	f 8.08			3.27	673.8		D	3.1	HALSEY
104					7.30		7.42	6.28	s 4.16		s 12.15		11.23	f 8.16			3.36	679.0		D	5.2	SHEDD
102					7.45		7.55	**6.37**	s 4.26		s **12.26**		11.32	f 8.25			3.46	684.6			5.6	TANGENT
	4.20PM				8.00		8.07	6.47	4.35	11.50AM	12.36		11.40	8.33	7.25AM		3.55	689.7			5.1	**ALBANY JUNCTION**
75 WYFO	s 4.25PM				8.40		8.25	s **7.00**	s 4.45	s **11.55AM**	¶ 12.40 1.00		**11.46**	s 8.40	s 7.30AM	6.30AM	s 4.02	690.9		DNR	1.2	**ALBANY**
																		691.3			0.4	C. & E. CROSSING
48					9.05		8.40	7.10	f 4.55		f 1.10		11.55	8.49		f 6.40	**4.15**	695.4			4.1	MILLERSBURG
46					9.20		8.55	7.17	s 5.03		s 1.18		**12.01PM**	8.55		s 6.48	4.24	699.5		D	4.1	JEFFERSON
77					9.35		**9.17**	7.25	s **5.15**		s 1.27		12.09	9.02		s 6.58	4.33	704.2			4.7	MARION
78					**9.55**		9.35	7.37	s 5.25		s 1.39		12.20	9.12		s 7.09	4.44	710.7		D	6.5	TURNER
								7.43	s 5.29		f 1.44		12.24	9.16		f 7.14	4.48	713.3			2.6	STATE SCHOOL (No siding)
117 WYO					10.30		**10.38**	s 8.00	s **5.43**		s 2.00		s 12.35	s **9.27**		s 7.24	s 5.00	718.2		DN	4.9	**SALEM**
																		719.7			1.5	P. E. & E. CROSSING
19					**10.54**		11.10	8.10	s **5.58**		s 2.10		12.43	9.35		s 7.36	5.10	723.3			3.6	CHEMAWA
75					11.10		**11.30**	**8.18**	s 6.08		s 2.18		12.51	9.42		s 7.45	5.18	726.9			3.6	BROOKS
28					11.35		11.50	8.28	s 6.18		s 2.28		1.00	9.50		s 7.55	5.27	732.1		D	5.2	GERVAIS
141 WYF				11.45AM	12.20PM		12.10AM	s 8.38	s 6.30		s 2.45		1.06	s 10.03		s **8.04**	s 5.34	735.2		DNR	3.1	**WOODBURN**
6																		736.2			1.0	HOFER (Spur)
49				11.55	12.30		12.30	8.45	s 6.38		s 2.53		1.12	**10.11**		s 8.12	5.40	738.8		D	2.6	HUBBARD
77				12.05PM	12.40		12.55	8.50	6.45		2.58		1.16	**10.16**		8.17	5.45	741.6	Automatic Block Signals		2.8	HITO
18				12.25	12.45		1.00	8.54	s 6.50		s 3.03		1.19	10.19		s 8.22	5.49	743.2		D	1.6	AURORA
36 W				**12.55**	**12.55**		1.06	9.00	s 6.55		s 3.09		1.23	10.23		s 8.26	5.54	745.2			2.0	BARLOW
39				**1.26**	1.00		1.12	9.05	s 7.00		s **3.20**		**1.26**	10.26		s 8.32	5.58	746.8		D	1.6	**CANBY**
13																		748.7			1.9	WIGGINS (Spur)
4				1.50	1.10		1.25	9.13	s 7.09		s 3.28		1.32	10.32		s 8.40	6.06	750.1			1.4	NEW ERA (Spur)
34				1.52	1.12		1.28	**9.20**	f 7.11		3.30		1.34	10.34		f **8.42**	6.08	750.8			0.7	COALCA
31				1.57	1.17		1.35	9.27	**7.18**		3.35		1.38	10.38		8.47	6.13	752.9			2.1	PULP
41 W				2.20	**1.45**		1.45	s **9.35**	s 7.25		s 3.41		**1.45**	s 10.45		s 8.56	s **6.23**	755.5		DN	2.6	OREGON CITY
																		756.1			0.6	C. S. CROSSING
5					1.59		1.52	9.41	7.30		f 3.46		1.49	10.49		f 9.02	6.29	757.3			1.2	PARK PLACE (Spur)
57				**2.47**	2.10		**2.04**	9.48	s 7.36		s 3.52		1.55	10.55		s **9.10**	f 6.36	760.0			2.7	CLACKAMAS
2																		760.4			0.4	LAIDLAW (Spur)
9																		761.0			0.6	HASKELL
48				3.03	**2.40**		2.15	9.55	f 7.43		3.59		2.02	11.02		f 9.20	6.47	764.1			3.1	EAST MILWAUKEE
		3.25PM	3.15PM	3.05	2.51	9.45AM	2.19	9.57	7.45		4.01	**2.41PM**	2.04	11.04		**9.22**	6.49	765.2			1.1	**WILLSBURG JCT.**
6		3.27	3.17	3.06	2.52	9.46	2.20	9.58	f 7.46		4.02	2.42	2.05	11.05		f 9.23	6.50	765.6			0.4	WILLSBURG (Spur)
155 WFTO		3.35PM	3.25PM	3.15PM	3.00PM	9.55AM	2.30AM	10.04	s 7.51		s **4.09**	s 2.47	2.08	11.09		s 9.28	6.55	767.5		DNR	1.9	**BROOKLYN**
								s 10.20	s 8.05		s **4.25**	s 3.00	**2.19**	s 11.20		s 9.40	s 7.10	769.7			2.2	EAST MORRISON ST.
								s 10.30PM	s **8.15PM**		s 4.35PM	s 3.10PM	s 2.30PM	s 11.30AM		s 9.50AM	s 7.20AM	771.0		DNR	1.3	**PORTLAND**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(110.4)
	(0.05)	(0.10)	(0.10)	(3.30)	(8.30)	(0.10)	(8.15)	(4.33)	(4.21)	(0.05)	(4 53)	(0.29)	(3.38)	(3.45)	(0.05)	(3.20)	(4 18)					……Time over District
	14.40	14.22	14.22	**9.23**	12.55	14.22	13.06	24.80	25.26	14.10	22.60	12.62	30.39	29.44	14.10	24.00	25.68					……Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 10, 16, 14, 28, 12, 18 and 20 are superior to No. 141; No. 142 is superior to No. 17; Nos. 28, 12, 18, 20 and 14 are superior to No. 81. Nos. 14 and 16 are superior to No. 83. Nos. 10 and 20 stop on flag at Fair Grounds. Nos. 14 and 16 will stop at non schedule stops to let off passengers coming from points west of Cottage Grove and No. 16 when late and following No. 10 stop tol et off passengers coming from West of Albany. No. 28 stop to let passengers off coming from Lebanon and Woodburn branches.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 80
May 31, 1914

STATIONS	Distance from Portland	15	81	17	141	19	11	27	83	9	13	229	225	85	233	227	231	221		Capacity of Sidings in cars and location of scales, water, fuel and turning stations.
		FIRST CLASS										SECOND CLASS								
		California Express	Passenger	Roseburg Passenger	P. R. & N. Passenger	CottageGrove Passenger	Shasta Limited	Willamette Limited	Lebanon Passenger	Albany Passenger	San Francisco Express	Freight	Way Freight	Mixed	Way Freight	Way Freight	Way Freight	Portland Fast Freight		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		
DNR **JUNCTION CITY**	110.4	s 5.32AM		s 1.55PM		s 6.45PM	7.15PM	s 7.53PM			s 12.42AM		2.10PM					4.00AM		114 WTF
3.8 VIRGIL (Spur)	106.6																			10
0.7 D HARRISBURG	105.9	f 5.21		s **1.41**		s **6.35**	7.05	f 7.43			12.31		**1.41**					**3.12**		48
3.1 ALFORD (Spur)	102.8	5.15		f 1.35		f 6.30	7.00	7.38			12.25		1.10					2.50		3
2.5 FOLK	100.3	5.10		1.30		6.25	**6.56**	7.33			12.19		1.03					2.43		77
3.1 D HALSEY	97.2	5.05		s 1.24		s **6.20**	6.52	f **7.29**			12.13		12.55					2.35		47
5.2 D SHEDD	92.0	4.55		s 1.12		s 6.10	6.45	f 7.20			12.02AM		12.40					2.20		104
5.6 TANGENT	86.4	4.44		s 1.01		s 6.00	**6.37**	7.10			11.50		**12.26**					2.05		102
5.1 **ALBANY JUNCTION**	81.3	4.34	8.44AM	12.50		5.50	6.30	7.03	7.14PM		11.40		12.01PM	1.05PM				1.50		
1.2 DNR **ALBANY**	80.1	s 4.30	8.40AM	12.45 ¶12.25		s 5.47	6.28	s **7.00**	7.10PM	s 9.55PM	s 11.37		11.55	1.00PM				1.40		75 WYFO
0.4 C. & E. CROSSING	79.7																			
4.1 MILLERSBURG	75.6	**4.15**		f 12.11		f 5.31	6.18	6.49		f 9.37	11.22		10.35					1.15		48
4.1 D JEFFERSON	71.5	4.06		s **12.01PM**		s 5.23	6.12	6.42		s 9.27	11.14		10.25					1.00		46
4.7 MARION	66.8	3.57		s 11.43		s **5.15**	6.05	6.35		s **9.17**	11.05		10.10					12.45		77
6.5 D TURNER	60.3	3.46		s 11.28		s 4.56	5.55	6.24		s 9.03	10.53		**9.55**					12.25		78
2.6 STATE SCHOOL (No Siding)	57.7	3.41		f 11.21		s 4.50	5.50	6.19		s 8.56	10.47									
4.9 DN **SALEM**	52.8	s 3.32		s 11.10		s 4.40	s **5.43**	s 6.11		s 8.45	s **10.38**		**9.27**					12.01AM		117 WYO
1.5 P. E. & E. CROSSING	51.3																			
3.6 CHEMAWA	47.7	3.17		s **10.54**		s 4.22	5.27	**5.58**		s 8.25	f 10.22		8.50					11.40		19
3.6 BROOKS	44.1	3.10		s 10.45		s 4.15	5.21	5.52		s **8.18**	10.15		8.40					**11.30**		75
5.2 D GERVAIS	38.9	3.01		s 10.35		s 4.06	5.13	5.44		s 8.08	10.05		8.25					11.10		28
3.1 DNR **WOODBURN**	35.8	s 2.55		s 10.25		s 4.00	5.07	s 5.38		s 8.02	s 10.00		**8.04**			11.15AM		11.00		141 WYF
1.0 HOFER (Spur)	34.8																			6
2.6 D HUBBARD	32.2	2.48		s **10.11**		s 3.43	5.01	5.28		s 7.50	9.50		7.15			11.00		10.25		49
2.8 HITO	29.4	2.44		**10.00**		3.37	4.57	5.24		7.45	9.44		7.08			**10.16**		10.18		77
1.6 D AURORA	27.8	2.41		s 9.56		s 3.32	4.54	5.21		s 7.41	9.39		7.02			9.40		10.10		18
2.0 BARLOW	25.8	2.37		s 9.50		s 3.27	4.50	5.17		s 7.36	9.33		6.56			9.25		10.05		36 W
1.6 D **CANBY**	24.2	2.34		s 9.45		s **3.20**	4.47	5.14		s 7.32	9.29		6.52			9.15		10.00		39
1.9 WIGGINS (Spur)	22.3																			13
1.4 NEW ERA (Spur)	20.9	2.26		s 9.35		s 3.09	4.41	5.08		s 7.24	9.21		6.42			8.45		9.50		4
0.7 COALCA	20.2	2.24		9.33		f 3.07	4.40	5.07		f 7.23	**9.20**		6.40			**8.42**		9.48		34
2.1 PULP	18.1	2.20		9.27		3.03	4.36	5.03		**7.18**	9.12		6.35			8.25		9.43		31
2.6 DN OREGON CITY	15.5	s 2.14		s 9.22		s 2.58	4.31	s 4.58		s 7.11	s 9.05		**6.23**			8.10		**9.35**		41 W
0.6 C. S. CROSSING	14.9																			
1.2 PARK PLACE (Spur)	13.7	2.10		f 9.16		2.52	4.27	4.53		f 7.03	8.55		6.05			7.48		9.13		5
2.7 CLACKAMAS	11.0	**2.04**		s **9.10**		s **2.47**	4.22	f 4.48		s 6.57	8.48		5.58			7.40		9.05		57
0.4 LAIDLAW (Spur)	10.6																			2
0.6 HASKELL	10.0																			9
3.1 EAST MILWAUKEE	6.9	1.57		9.00		f **2.40**	4.16	4.41		f 6.48	8.40		5.49			7.27		8.55		48
1.1 **WILLSBURG JCT.**	5.8	1.55		8.58	9.20AM	**2.38**	4.14	4.39		6.46	8.38	12.37AM	5.46		6.37AM	7.22	8.04AM	8.50		
0.4 WILLSBURG (Spur)	5.4	1.54		8.57	9.19	f 2.37	4.13	4.38		f 6.45	8.37		5.45		6.36	7.21	8.02			6
1.9 DNR **BROOKLYN**	3.5	1.50		s 8.52	s 9.13	s 2.33	**4.09**	4.34		s 6.42	8.33	12.30AM	5.40AM		6.30AM	7.15AM	7.55AM	8.45PM		155 WTFO
2.2 EAST MORRISON ST.	1.3	1.40		s 8.40	s 9.03	s **2.23**	3.58	s **4.25**		s 6.30	s 8.23									
1.3 DNR **PORTLAND**	0.0	1.30AM		8.30AM	8.55AM	2.15PM	3.50PM	4.15PM		6.20PM	**8.15PM**									
110.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Lea ve Daily		
Time over District		(4 02)	(0.04)	(5.25)	(0.25)	(4.25)	(3.25)	(3.38)	(0.04)	(3.35)	(4 27)	(0 07)	(8 30)	(0.05)	(0.07)	(4.00)	(0.09)	(7.15)		
Average speed per hour		27.80	17.48	20.38	14.11	26.40	32.31	30.36	17.48	22.32	24.80	19.68	12.55	14.40	19.68	8.07	18.06	14.74		

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 10, 16, 14, 28, 12, 18 and 20 are superior to No. 141; No. 142 is superior to No. 17; Nos. 28, 12, 18, 20 and 14 are superior to No. 81; Nos. 14 and 16 are superior to No. 83. Nos. 9 and 19 stop on flag at Fair Grounds.

JUNCTION CITY SUBDIVISION

Eastward

FROM SAN FRANCISCO

FIRST CLASS

Time Table No. 80

May 31, 1914

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		324	322	352	320	360	318	142	358	316	314	354	312	310	308	356	306	304	302	Distance from Arlin		STATIONS	
		Tualatin Electric	Oswego Electric	Airlie Electric	Tualatin Electric	Newberg Electric	Oswego Electric	P. R. & N. Passenger	McMinnville Electric	Oswego Electric	Tualatin Electric	Corvallis Electric	Oswego Electric	Oswego Electric	Oswego Electric	McMinnville Electric	Oswego Electric	Oswego Electric	Oswego Electric				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily				
23	PFY			3.34PM					12.46PM			8.42AM				6.06AM				43.5	R	**ST. JOSEPH**	1.5
19				s 3.38					s 12.50			s 8.46				s 6.10				45.0	D	LAFAYETTE	1.8
				f 3.42					f 12.54			f 8.51				f 6.14				46.8		OAK LAWN (No siding)	0.8
10	P			s 3.45					s 12.57			s 8.53				s 6.17				47.6		DAYTON	1.3
				f 3.49					f 1.00			f 8.57				f 6.20				48.9		CRAWFORD (No siding)	2.6
15	P			s 3.55					s 1.06			s 9.03				s 6.26				51.5		DUNDEE	2.4
20																				53.9	DR	NEWBERG	2.0
				s 4.05		2.25PM			s 1.15			s **9.10**				s 6.35				54.2	D	**NEWBERG** (City Sta.)	1.9
15	PW			s 4.13		s 2.32			s 1.22			s 9.17				s 6.42				55.9		SPRINGBROOK	1.0
3																				56.9		WEB (Spur)	1.3
12	P			f 4.21		s 2.39			f 1.29			f 9.24				f 6.49				58.2		REX	1.4
12	P			f 4.24		f 2.42			f 1.32			f 9.27				f 6.52				59.6		CHEHALEM	0.4
11				4.25		2.44			1.33			9.28				6.53				60.0		VOTAW	1.3
7	P			s 4.28		s 2.47			s 1.36			s 9.31				s 6.56				61.3		MIDDLETON (Spur)	1.5
25				s 4.32		s 2.51			s **1.40**			s **9.36**				s 7.00				62.8	D	SHERWOOD	1.3
4				4.35		2.54			1.43			9.39				7.03				64.1		FORD (Spur)	0.9
14	P			f 4.38		f 2.56			f 1.45			f 9.41				f 7.05				65.0		CIPOLE (Spur)	0.8
7				f 4.40		f 2.58			f 1.47			f 9.43				f 7.07				65.8		HERRMAN (Spur)	1.3
20	P	7.10PM		s **4.44**	4.10PM	s 3.00			s 1.50		11.15AM	s 9.46				s 7.10				67.1	R	**TUALATIN**	0.5
		f			f	f			f		f					f				67.6		GALBRAITH (No siding)	1.6
51	PY	s 7.05		s 4.49	s 4.15	s 3.04		**2.17**PM	s 1.55		s 11.20	s 9.50				s **7.15**				69.2	R	**COOK**	0.5
		f 7.06		f 4.50	f 4.16	f 3.05		f 2.18	f 1.56		f 11.21	f 9.51				f 7.16				69.7		BRYANT (No Siding)	1.3
	P	f		f	f	f		f			f	f				f				71.0		GOODIN	2.0
25		s 7.25	5.45PM	s **5.00**	s **4.25**	s 3.15	2.35PM	s **2.28**PM	s 2.05	**1.20**PM	s 11.30	s 10.00	9.45AM	8.30AM	7.55AM	s 7.25	7.10AM	5.55AM	12.25AM	73.0	DR	**OSWEGO**	0.3
		f 7.26	f 5.46	5.01	f 4.26	f 3.16	f 2.36		f 2.06	f 1.21	f 11.31	10.01	f 9.46	f 8.31	f 7.56	7.26	f 7.11	f 5.56	f 12.26	73.3		WILSONIA (No siding)	0.5
		f	f		f	f	f		f	f	f		f	f	f		f	f	f	73.8		BRIARWOOD (No siding)	0.2
2		f 7.28	f 5.48	5.03	f 4.28	f 3.18	f 2.38		f 2.08	f 1.23	f 11.33	10.03	f 9.48	f 8.33	f 7.58	7.28	f 7.13	f 5.58	f 12.28	74.0		ROCK SPUR	0.6
7	P	f 7.32	f 5.52	5.05	f 4.32	f 3.22	f 2.42		f 2.12	f 1.27	f 11.37	**10.05**	f 9.51	f 8.36	f 8.01	7.30	f 7.16	f 6.02	f 12.32	74.6		ELK ROCK (Spur)	0.2
		f	f		f	f	f		f	f	f		f	f	f		f	f	f	74.8		RIVERWOOD (No siding)	0.3
10	P	f 7.33	f 5.53	5.06	f 4.33	f 3.23	f 2.43		f 2.13	f 1.28	f 11.38	10.06	f 9.52	f 8.37	f **8.03**	**7.31**	f 7.17	f 6.03	f 12.33	75.1		RIVERA	0.2
		f 7.34	f 5.54	5.07	f 4.34	f 3.24	f 2.44		f 2.14	f 1.29	f 11.39	10.07	f 9.53	f 8.38	f 8.05	7.32	f 7.18	f 6.04	f 12.34	75.3		RIVERDALE (No siding)	0.3
		f 7.35	f 5.55	5.08	f 4.35	f 3.25	f 2.45		f 2.15	f 1.30	f 11.40	10.08	f 9.54	f 8.39	f 8.06	7.33	f 7.19	f 6.05	f 12.35	75.6		EWAHWE (No siding)	0.9
18	P	f 7.38	f **5.58**	5.10	f **4.37**	f **3.29**	f 2.48		f **2.18**	f 1.33	f 11.43	10.10	f **9.57**	f 8.42	f **8.10**	7.35	f **7.22**	f 6.08	f 12.37	76.5		CEMETERY	0.6
		f 7.40	f 6.00	5.11	f 4.40	f 3.30	f 2.50		f 2.20	f 1.35	f 11.45	10.11	f 9.59	f 8.44	f 8.12	7.36	f 7.24	f 6.10	f 12.40	77.1		FULTON (No siding)	0.4
2		f 7.41	f 6.01	5.12	f 4.41	f 3.31	f 2.51		f 2.21	f 1.36	f 11.46	10.12	f 10.00	f 8.45	f 8.13	7.37	f 7.25	f 6.11	f 12.41	77.5		SOUTHERN PORTLAND (Spur)	0.8
10		f 7.44	f 6.04	5.14	f 4.44	f 3.33	f 2.54		f 2.24	f 1.39	f 11.49	10.14	f 10.03	f 8.48	f 8.15	7.39	f 7.28	f 6.14	f 12.44	78.3		ZIMMERMAN (Spur)	0.2
6		f 7.45	f 6.05	5.15	f 4.45	f 3.34	f 2.55		f 2.25	f 1.40	f 11.50	10.15	f 10.04	f 8.49	f 8.16	7.40	f 7.29	f 6.15	f 12.45	78.5		MULBOX (Spur)	0.1
4																				78.6		THORSEN (Spur)	0.6
11	P	f 7.47	f 6.06	5.16	f 4.47	f 3.35	f 2.57		f 2.27	f 1.42	f 11.51	10.16	f 10.06	f 8.51	f 8.17	7.41	f 7.31	f 6.17	f 12.47	79.2		TURNTABLE	0.8
25		s 7.50	s 6.10	s **5.20**	s 4.50	s 3.40	s 3.00		s 2.30	s 1.45	s 11.55	s 10.20	s 10.10	s 8.55	s 8.20	s **7.45**	s 7.35	s 6.20	s 12.50	80.0	D	**JEFFERSON ST. DEPOT**	0.3
		7.53	6.13	**5.23**	4.53	**3.43**	3.03		2.33	1.48	11.58	**10.23**	10.13	8.58	8.23	**7.48**	**7.38**	6.23	12.53	80.3		**4TH & JEFFERSON STS.**	0.6
		s 8.00PM	s 6.20PM	s **5.33**	s 5.00PM	s **3.50**	s 3.10PM		s 2.40	s 1.55PM	s 12.05PM	s 10.30	s 10.20AM	s 9.05AM	s 8.33	s 7.55	s 7.45AM	s 6.30AM	s 1.00AM	80.9		**BURNSIDE ST.**	0.5
				s **5.40**PM		s 3.55PM			s 2.45PM			s 10.40AM			s **8.40**AM	s 8.05AM				81.4	DNR	**PORTLAND**	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			(37.9)	
		(0.35)	(0.35)	(2.06)	(0.50)	(1.30)	(0.35)	(0.11)	(1.59)	(0.35)	(0.50)	(1.58)	(0.35)	(0.35)	(0.45)	(1.59)	(0.35)	(0.35)	(0.35)			........................Time over District	
		14.45	14.45	18.04	16.56	18.26	14.45	20 72	19.10	14.45	16.56	19.11	14.45	14.45	11.19	19.10	14.45	14.45	14.45			......................Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 11, 12 and 13 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Morrison, Washington, Stark and Flanders Sts., Portland, Franklin St., Newberg, and except No. 142 on flag at Lake Grove.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 80
May 31, 1914

	STATIONS		Distance from Portland	FIRST CLASS																			Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	
				301	303	305	351	307	141	309	355	311	313	359	315	317	353	319	321	357	323			
				Oswego Electric	Oswego Electric	Oswego Electric	Airlie Electric	Oswego Electric	P. R. & N. Passenger	Oswego Electric	McMinnville Electric	Tualatin Electric	Oswego Electric	Newberg Electric	Oswego Electric	Tualatin Electric	Corvallis Electric	Beaverton Electric	Oswego Electric	McMinnville Electric	Tualatin Electric			
				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
R	**ST. JOSEPH**	1.5	37.9				s 9.33AM				s 11.30AM						s 5.48PM			s 7.25PM			23	PFY
D	LAFAYETTE	1.8	36.4				s 9.29				s 11.25						s 5.43			s 7.20			19	
	OAK LAWN (No Siding)	0.8	34.6				f 9.25				f 11.21						f 5.39			f 7.15				
	DAYTON	1.3	33.8				s 9.23				s 11.19						s 5.37			s 7.13			19	P
	CRAWFORD (No Siding)	2.6	32.5				f 9.19				f 11.15						f 5.33			f 7.09				
	DUNDEE	2.4	29.9				s 9.12				s **11.09**						s 5.29			s 7.05			15	P
DR	NEWBERG	2.0	27.5																					
D	**NEWBERG** (City Sta)	1.9	27.4				s **9.05**				s 11.02			s 2.05PM			s 5.24			s 7.00				
	SPRINGBROOK	1.0	25.5				s 8.55				s 10.55			s 1.59			s 5.17			s 6.53			15	PW
	WEB (Spur)	1.3	24.5																				3	
	REX	1.4	23.2				f 8.47				f 10.47			f 1.52			f 5.09			f 6.45			12	P
	CHEHALEM	0.4	21.8				f 8.42				f 10.43			f 1.48			f 5.05			f 6.42			12	P
	VOTAW	1.3	21.4				8.41				10.42			1.47			5.04			6.41			11	
	MIDDLETON (Spur)	1.5	20.1				s 8.37				s 10.38			s 1.44			s 5.00			s 6.37			7	P
D	SHERWOOD	1.3	18.6				s 8.33				s 10.34			s **1.40**			s 4.56			s 6.33			25	
	FORD (Spur)	0.9	17.3				8.28				10.30			1.33			4.52			6.29			4	
	CIPOLE (Spur)	0.8	16.4				f 8.26				f 10.28			f 1.31			f 4.50			f 6.27			14	P
	HERRMAN (Spur)	1.3	15.6				f 8.24				f 10.26			f 1.29			f 4.48			f 6.25			7	
R	**TUALATIN**	0.5	14.3				s 8.22				s 10.24	s 11.10AM		s 1.27		s 4.00PM	s **4.44**			s 6.23	s 7.05PM		20	P
	GALBRAITH (No Siding)	1.6	13.8								f	f		f		f				f	f			
R	**COOK**	0.5	12.2				s 8.18		s 9.39AM		s 10.20	s 11.03		s 1.23		s 3.53	s 4.36	s 5.10PM		s 6.19	s 7.00		51	PY
	BRYANT (No Siding)	1.3	11.7				f 8.17		9.38		f 10.18	f 11.02		f 1.22		f 3.52	f 4.34	f 5.08		f 6.18	f 6.59			
	GOODIN	2.0	10.4				f				f	f		f		f	f	f		f	f			P
DR	**OSWEGO**	0.3	8.4	s 5.50AM	s 7.05AM	s 7.40AM	s 8.10	s 8.25AM	9.30AM	s 9.40AM	s 10.10	s 10.55	s 12.45PM	s **1.15**	s **2.30PM**	s 3.45	s **4.25**	s **5.00**	s 5.40PM	s 6.10	s 6.53		25	
	WILSONIA (No siding)	0.5	8.1	f 5.49	f 7.04	f 7.39	8.08	f 8.23		f 9.39	f 10.09	f 10.54	f 12.43	f 1.14	f 2.29	f 3.43	4.24	f 4.49	f 5.39	f 6.09	f 6.51			
	BRIARWOOD (No siding)	0.2	7.6	f	f	f		f		f	f	f	f	f	f	f		f	f	f	f			
	ROCK SPUR	0.6	7.4	f 5.47	f 7.02	f 7.37	8.06	f 8.20		f 9.37	f 10.07	f 10.52	f 12.40	f 1.12	f 2.27	f 3.40	4.22	f 4.47	f 5.37	f 6.07	f 6.49		2	
	ELK ROCK (Spur)	0.2	6.8	f 5.43	f 6.58	f 7.33	8.04	f 8.16		f 9.34	f **10.05**	f 10.48	f 12.37	f 1.08	f 2.24	f 3.36	4.18	f 4.43	f 5.33	f 6.04	f 6.46		7	P
	RIVERWOOD (No siding)	0.3	6.6	f	f	f		f		f	f	f	f	f	f	f		f	f	f	f			
	RIVERA	0.2	6.3	f 5.42	f 6.57	f **7.31**	**8.03**	f 8.15		f 9.33	f 10.02	f 10.47	f 12.36	f 1.07	f 2.23	f 3.35	4.17	f 4.42	f 5.32	f 6.02	f 6.45		10	P
	RIVERDALE (No siding)	0.3	6.1	f 5.41	f 6.56	f 7.26	8.02	f 8.14		f 9.32	f 10.01	f 10.46	f 12.35	f 1.06	f 2.22	f 3.34	4.16	f 4.41	f 5.31	f 6.01	f 6.44			
	EWAHWE (No siding)	0.9	5.8	f 5.40	f 6.55	f 7.25	8.01	f 8.13		f 9.31	f 10.00	f 10.45	f 12.34	f 1.05	f 2.21	f 3.33	4.15	f 4.40	f 5.30	f 6.00	f 6.43			
	CEMETERY	0.6	4.9	f 5.37	f 6.52	f **7.22**	7.59	f **8.10**		f 9.27	f **9.57**	f 10.42	f 12.31	f 1.02	f **2.18**	f **3.29**	4.12	f **4.37**	f 5.27	f **5.58**	f 6.40		18	P
	FULTON (No siding)	04.	4.3	f 5.35	f 6.50	f 7.19	7.58	f 8.08		f 9.25	f 9.55	f 10.40	f 12.29	f 1.00	f 2.15	f 3.28	4.10	f 4.35	f 5.25	f 5.55	f 6.38			
	SOUTHERN PORTLAND (Spur)	0.8	3.9	f 5.34	f 6.49	f 7.18	7.57	f 8.07		f 9.24	f 9.54	f 10.39	f 12.28	f 12.59	f 2.14	f 3.27	4.09	f 4.34	f 5.24	f 5.54	f 6.37		2	
	ZIMMERMAN (Spur)	0.2	3.1	f 5.31	f 6.46	f 7.16	7.55	f 8.05		f 9.21	f 9.51	f 10.36	f 12.25	f 12.56	f 2.11	f 3.25	4.06	f 4.31	f 5.22	f 5.51	f 6.35		10	
	MULBOX (Spur)	0.1	2.9	f 5.30	f 6.45	f 7.15	7.54	f 8.04		f 9.20	f 9.50	f 10.35	f 12.24	f 12.55	f 2.10	f 3.24	4.05	f 4.30	f 5.21	f 5.50	f 6.34		6	
	THORSEN (Spur)	0.6	2.8																				4	
	TURNTABLE	0.8	2.2	f 5.28	f 6.43	f 7.13	7.53	f 8.03		f 9.18	f 9.48	f 10.33	f 12.23	f 12.53	f 2.08	f 3.23	4.03	f 4.28	f 5.20	f 5.48	f 6.33		11	P
D	**JEFFERSON ST. DEPOT**	0.3	1.4	s 5.25	s 6.40	s 7.10	s **7.50**	s 8.00		s 9.15	s 9.45	s 10.30	s 12.20	s 12.50	s 2.05	s 3.20	s 4.00	s 4.25	s **5.17**	s 5.45	s 6.30		25	
	4TH & JEFFERSON STS.	0.6	1.1	5.20	6.35	7.05	**7.40**	**7.53**		9.10	9.40	**10.25**	12.15	12.45	2.00	**3.15**	3.50	4.20	5.10	5.38	6.25			
	BURNSIDE ST.	0.5	0.5	5.15AM	6.30AM	7.00AM	s 7.35	7.45AM		9.05AM	s 9.33	10.20AM	12.10PM	s 12.38	1.55PM	3.10PM	s **3.43**	s 4.13	5.05PM	s **5.33**	6.20PM			
DNR	**PORTLAND**		0.0				7.30AM				9.30AM			12.35PM			3.40PM	4.10PM		5.30PM				
	(37.9)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	Time over District			(0.35)	(0.35)	(0.40)	(2.03)	(0.40)	(0.09)	(0.35)	(2.00)	(0.50)	(0.35)	(1.30)	(0.35)	(0.50)	(2.08)	(1.00)	(0.35)	(1.55)	(0.45)			
	Average speed per hour			14.45	14.45	11.85	18.48	11.85	23.10	14.45	18.94	16.56	14.45	18.26	14.45	16.56	19.38	12.20	14.45	19.77	18.40			

Westward trains are superior to trains of the same class in the opposite direction (See Rule 72). **See pages 10, 12 and 13 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Flanders Stark, Washington, Morrison, Yamhill and Salmon Sts., Portland, Franklin St., Newberg, and except No. 141 on flag at Lake Grove.

JUNCTION CITY SUBDIVISION

FROM SAN FRANCISCO

Eastward

Time Table No. 80
May 31, 1914

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS			FIRST CLASS			Distance from Airlie		STATIONS	
		234 Way Freight	**232** Way Freight	**230** Freight	**330** Oswego Electric	**328** Oswego Electric	**326** Oswego Electric				
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
23	PFY		10.20AM					43.5	R	**ST. JOSEPH**	1.5
19			10.30					45.0	D	LAFAYETTE	1.8
			10.35					46.8		OAK LAWN (To Siding)	0.8
10	P		10.45					47.6		DAYTON	1.3
			10.50					48.9		CRAWFORD (No Siding)	2.6
15	P		**11.09**					51.5		DUNDEE	2.4
20			12.01PM					53.9	DR	NEWBERG	2.0
								54.2	D	**NEWBERG** (City Sta.)	1.9
15	PW		12.15					55.9		SPRINGBROOK	1.0
3								56.9		WEB (Spor)	1.3
12	P		12.35					58.2		REX	1.4
12	P		12.43					59.6		CHEHALEM	0.4
11			12.45					60.0		VOTAW	1.3
7	P		12.55					61.3		MIDDLETON Spur)	1.5
25			**1.40**					62.8	D	SHERWOOD	1.3
4			1.53					64.1		FORD (Spur)	0.9
14	P		1.56					65.0		CIPOLE (Spur)	0.8
7			1.59					65.8		HERRMAN (Spur)	1.3
20	P		2.05					67.1	R	**TUALATIN**	0.5
								67.6		GALBRAITH (No siding)	1.6
51	PY	**2.37**	2.27	9.00AM				69.2	R	**COOK**	0.5
		2.40	2.30					69.7		BRYANT (No siding)	1.3
	P							71.0		GOODIN	2.0
25		2.55PM	2.45PM	9.20AM	11.10PM	9.55PM	8.40PM	73.0	DR	**OSWEGO**	0.3
					f 11.11	f 9.56	f 8.41	73.3		WILSONIA (No siding)	0.5
					f	f	f	73.8		BRIARWOOD (No siding)	0.2
2					f 11.13	f 9.58	f 8.43	74.0		ROCK SPUR	0.6
7	P				f 11.17	f 10.02	f 8.47	74.6		ELK ROCK (Spur)	0.2
					f	f	f	74.8		RIVERWOOD (No siding)	0.3
10	P				f 11.18	f 10.03	f 8.48	75.1		RIVERA	0.2
					f 11.19	f 10.04	f 8.49	75.3		RIVERDALE (No siding)	0.3
					f 11.20	f 10.05	f 8.50	75.6		EWAHWE (No siding)	0.9
18	P				f 11.23	f 10.08	f 8.53	76.5		CEMETERY	0.6
					f 11.25	f 10.10	f 8.55	77.1		FULTON (No siding)	0.4
2					f 11.26	f 10.11	f 8.56	77.5		SOUTHERN PORTLAND (Spur)	0.8
10					f 11.29	f 10.14	f 8.59	78.3		ZIMMERMAN (Spur)	0.2
6					f 11.30	f 10.15	f 9.00	78.5		MULBOX (Spur)	0.1
4								78.6		THORSEN (Spur)	0.6
11	P				f 11.32	f 10.17	f 9.02	79.2		TURNTABLE	0.8
25					s 11.35	s 10.20	s 9.05	80.0	D	**JEFFERSON ST. DEPOT**	0.3
					11.38	10.23	9.08	80.3		**4TH & JEFFERSON STS.**	0.6
					s 11.45PM	s 10.30PM	s 9.15PM	80.9		**BURNSIDE ST.**	0.5
								81.4	DNR	**PORTLAND**	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(37.9)	
		(0.18)	(4.25)	(0.20)	(0.35)	(0.35)	(0.35)			Time over District	
		12.66	6.66	11.40	14.45	14.45	14.45			Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). **See pages 10, 11 and 13 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Salmon, Morrison, Washington, Stark and Flanders Sts., Portland, Franklin St., Newberg, and except No. 142 on flag at Lake Grove.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 80

May 31, 1914

	STATIONS	Distance from Portland	FIRST CLASS 325 Oswego Electric Arrive Daily	FIRST CLASS 327 Oswego Electric Arrive Daily	FIRST CLASS 329 Oswego Electric Arrive Daily	FIRST CLASS 331 Oswego Electric Arrive Daily	SECOND CLASS 229 Freight Arrive Daily	SECOND CLASS 233 Way Freight Arrive Daily Ex. Sunday	SECOND CLASS 231 Way Freight Arrive Daily Ex. Sunday	Capacity of Sidings in cars and location of scales, water, fuel and turning stations.
R	**ST. JOSEPH**	37.9							11.50AM	23 PFY
	1.5									
D	LAFAYETTE	36.4							11.45	19
	1.8									
	OAK LAWN (No siding)	34.6							11.35	
	0.8									
	DAYTON	33.8							11.30	19 P
	1.3									
	CRAWFORD (No siding)	32.5							11.25	
	2.6									
	DUNDEE	29.9							11.09	15 P
	2.4									
DR	NEWBERG	27.5							10.40	
	2.0									
D	**NEWBERG** (City Sta)	27.4								
	1.9									
	SPRINGBROOK	25.5							10.15	15 PW
	1.0									
	WEB (Spur)	24.5								3
	1.3									
	REX	23.2							10.00	12 P
	1.4									
	CHEHALEM	21.8							9.55	12 P
	0.4									
	VOTAW	21.4							9.50	11
	1.3									
	MIDDLETON (Spur)	20.1							9.45	7 P
	1.5									
D	SHERWOOD	18.6							**9.36**	25
	1.3									
	FORD (Spur)	17.3							9.05	4
	0.9									
	CIPOLE (Spur)	16.4							9.00	14 P
	0.8									
	HERRMAN (Spur)	15.6							8.53	7
	1.3									
R	**TAUALATIN**	14.3							8.50	20 P
	0.5									
	GALBRAITH (No siding)	13.8								
	1.6									
R	**COOK**	12.2					1.10AM	**7.10AM**	8.41	51 PY
	0.5									
	BRYANT (No siding)	11.7								
	1.3									
	GOODIN	10.4								P
	2.0									
DR	**OSWEGO**	8.4	s 8.35PM	s 9.50PM	s 11.05PM	s 12.20AM	12.55AM	6.55AM	8.25AM	25
	0.3									
	WILSONIA (No siding)	8.1	f 8.34	f 9.49	f 11.04	f 12.19				
	0.5									
	BRIARWOOD (No siding)	7.6	f	f	f	f				
	0.2									
	ROCK SPUR	7.4	f 8.32	f 9.47	f 11.02	f 12.17				2
	0.6									
	ELK ROCK (Spur)	6.8	f 8.28	f 9.43	f 10.58	f 12.13				7 P
	0.2									
	RIVERWOOD (No siding)	6.6	f	f	f	f				
	0.3									
	RIVERA	6.3	f 8.27	f 9.42	f 10.57	f 12.12				10 P
	0.2									
	RIVERDALE (No siding)	6.1	f 8.26	f 9.41	f 10.56	f 12.11				
	0.3									
	EWAHWE (No siding)	5.8	f 8.25	f 9.40	f 10.55	f 12.10				
	0.9									
	CEMETERY	4.9	f 8.22	f 9.37	f 10.52	f 12.07				18 P
	0.6									
	FULTON (No siding)	4.3	f 8.20	f 9.35	f 10.50	f 12.05				
	0.4									
	SOUTHERN PORTLAND (Spur)	3.9	f 8.19	f 9.34	f 10.49	f 12.04				2
	0.8									
	ZIMMERMAN (Spur)	3.6	f 8.16	f 9.31	f 10.46	f 12.01AM				10
	0.2									
	MULBOX (Spur)	2.9	f 8.15	f 9.30	f 10.45	f 11.59PM				6
	0.1									
	THORSEN (Spur)	2.8								4
	0.6									
	TURNTABLE	2.2	f 8.13	f 9.28	f 10.43	f 11.57				11 P
	0.8									
D	**JEFFERSON ST. DEPOT**	1.4	s 8.10	s 9.25	s 10.40	s 11.54				25
	0.3									
	4TH & JEFFERSON STS.	1.1	8.05	9.20	10.35	11.50				
	0.6									
	BURNSIDE ST.	0.5	8.00PM	9.15PM	10.30PM	11.45PM				
	0.5									
DNR	**PORTLAND**	0.0								
	(37.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	Time over District		(0.35)	(0.35)	(0.35)	(0.35)	(0.15)	(0.15)	(3.25)	
	Average speed per hour		14.45	14.45	14.45	14.45	16.19	16.19	8.61	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 10, 11 and 12 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Stark, Washington, Morrison, Yamhill and Salmon Sts., Portland, Franklin St., Newberg, and except No. 141 on flag at Lake Grove.

JUNCTION CITY SUBDIVISION

Eastward

FROM SAN FRANCISCO

Time Table No. 80

May 31, 1914

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS				FIRST CLASS															Distance from Corvallis		STATIONS
	234 Way Freight Leave Daily Ex. Sunday	232 Way Freight Leave Daily Ex. Sunday	236 Way Freight Leave Daily Ex. Sunday	230 Freight Leave Daily	118 Forest Grove Electric Leave Daily	110 McMinnville Electric Leave Daily	102 Eugene Electric Leave Daily	116 Forest Grove Electric Leave Daily	352 Airlie Electric Leave Daily	108 McMinnville Electric Leave Daily	142 P. R. & N Passenger Leave Daily	358 McMinnville Electric Leave Daily	114 Forest Grove Electric Leave Daily	104 Willamina Electric Leave Daily	354 Corvallis Electric Leave Daily	106 McMinnville Electric Leave Daily	112 Forest Grove Electric Leave Daily	120 Beaverton Electric Leave Daily	356 McMinnville Electric Leave Daily			
16 WY		9.15AM	8.50AM				3.30PM		3.15PM					8.35AM	8.25AM					42.2	DR	**WHITESON** 4.3
50	7.00AM	**10.00**	9.00	5.15AM		5.30PM	s 3.43		s 3.25	1.10PM		12.40PM		s 8.45	s 8.35	6.30AM			6.00AM	46.5	DR	**McMINNVILLE** 3.2
22 PFY	7.15	10.15AM	**9.15**AM	5.25		s **5.39**	s 3.49		s 3.33PM	s 1.15		s 12.45PM		s 8.52	s 8.41AM	s 6.36			s 6.05AM	49.7	R	**ST. JOSEPH** 4.1
30	8.26					s 5.46	s 3.58			s 1.22				s 8.59		s 6.43				53.8	D	CARLTON 3.4
20 P	**9.06**			5.50		s 5.52	s 4.07			s **1.28**				s **9.06**		s 6.49				57.2		YAMHILL 2.4
14 P	9.25					f 5.57	f 4.13			f 1.33				f 9.12		f 6.54				59.6		COVE ORCHARD (Spur) 2.6
8 P	9.32					f 6.02	f 4.19			f 1.39				f 9.17		f 6.59				62.2		WAPATO (Spur) 2.4
17 W	9.40					s 6.07	s 4.25			s 1.45				s 9.22		s 7.04				64.6	D	GASTON 0.7
31 P	9.45			6.15		f 6.09	s 4.27			f 1.47				s 9.24		f 7.06				65.3		**PATTON** 1.1
20 P	9.50					f 6.11	f 4.29			f 1.50				f 9.27		f 7.08				66.4		SEGHERS (Spur) 1.3
						f				f				f		f				67.7		TEFFER (No Siding) 0.8
21 P	**10.12**					s 6.15	s 4.34			s 1.54				s 9.32		s 7.12				68.5		DILLEY 1.0
						f				f				f		f				69.5		RETLAW (No Siding) 1.0
10					9.35PM	s 6.22	s 4.42	4.00PM		s 2.00			12.35PM	s 9.40		s 7.20	6.30AM			70.5	DR	**FOREST GROVE** (City Sta.) 1.3
					f	f	f	f		f			f	f		f	f			71.8		EDDY (No siding) 0.5
					f	f	**4.45**	f		f			f	f		f	f			72.3		CATCHING 1.6
27	10.30			6.40																70.1	D	FOREST GROVE 2.3
28 P	**10.38**				s 9.40	s 6.27	s 4.48	s 4.05		s 2.05			s 12.40	s 9.46		s 7.26	s 6.37			72.4		CORNELIUS 0.8
					f	f		f		f			f	f		f	f			73.2		KILLGORE (No siding) 1.1
3 P					f 9.43	f 6.30	4.51	f 4.08		f 2.08			f 12.43	f **9.49**		f 7.29	f 6.40			74.3		JOBE 2.2
					s 9.50	s **6.37**	s 4.58	s 4.15		s 2.15			s 12.50	s **9.58**		s 7.36	s 6.47			76.5	D	HILLSBORO (City Sta.) 2.1
75 Y	**11.59**			7.05							1.37PM									76.0	DR	**HILLSBORO** 1.6
7 P	12.05PM				f 9.55	f 6.45	5.05	f 4.20		f 2.20	1.41		f 12.55	f 10.04		f 7.43	f 6.53			77.6		NEWTON (Spur) 1.0
10 P	12.10				f 9.57	f 6.47	5.07	f **4.24**		f 2.22	1.43		f 12.57	f 10.06		f 7.45	f 6.55			78.6		DUNZER (Spur) 0.7
	12.12				f 9.58	f 6.49	5.09	f 4.25		f 2.23	1.44		f 12.58	f 10.07		f 7.46	f 6.56			79.6		WITCH HAZEL (No Siding) 1.3
19 P	12.20			7.25	s 10.00	s 6.52	s 5.11	s 4.27		s 2.25	1.46		s 1.00	s **10.10**		s 7.50	s 6.59			80.6		REEDVILLE 1.5
8 P	12.30				f 10.03	f 6.55	s 5.14	f 4.30		f 2.28	1.49		f 1.03	f 10.13		f 7.54	s 7.02			82.1		ALOHA 0.7
7 P	12.35				f 10.05	f **6.57**	f 5.16	f 4.32		f 2.30	1.50		f 1.05	f 10.15		f **7.57**	s 7.04			82.8		HUBER 1.1
4 PW	12.40				f 10.07	f 6.59	f 5.18	f 4.34		f 2.32	1.52		f 1.07	f 10.17		f 8.00	s 7.07			83.9		ST. MARYS 1.2
18	12.45PM			**7.45**AM	s 10.11	s 7.03	s 5.22	s 4.38		s 2.36	s 1.55PM		s 1.11	s 10.23		s 8.03	s 7.11	6.20AM		85.1	DR	**BEAVERTON** (O. E. Crossing) 2.3
					f 10.16	f 7.08	f 5.27	f 4.43		f 2.42			f 1.17	f 10.29		f 8.08	s 7.17	f 6.25		87.4		RALEIGH (No siding) 0.8
6					f 10.18	f 7.10	5.29	f 4.45		f **2.44**			f 1.19	f 10.31		f 8.10	f 7.19	f 6.27		88.2		OLSEN (Spur) 0.3
6 P					f 10.19	f 7.11	f 5.30	f 4.46		f 2.46			f 1.20	f 10.32		f 8.11	s 7.20	f 6.28		88.5		SHATTUCK (Spur) 0.7
					f	f		f		f			f	f		f	f	f		89.2		WOODROW (No siding) 1.0
					f	f		f		f			f	f		f	f	f		90.2		HARLEM (No siding) 0.5
21 P					s 10.24	s 7.16	s 5.35	s 4.51		s 2.52			s 1.26	s 10.40		s 8.16	s 7.25	s 6.33		90.7		BERTHA 1.1
					f	f		f		f			f	f		f	f	f		91.8		3RD & MILES STS. (No Siding) 1.7
13 P					f 10.30	f 7.22	f 5.41	f 4.57		f 2.58			f 1.33	f 10.50		f 8.22	f **7.33**	f 6.39		93.5		BANCROFT (Spur) 0.7
					f	f		f		f			f	f		f	f	f		94.2		HOOKER ST. (No Siding) 0.9
					10.40	7.32	**5.50**	5.07		**3.08**			1.41	11.00		8.32	7.43	6.50		95.1		**4TH & JEFFERSON STS.** 0.6
					s 10.50	s 7.40	s 5.55	s 5.15		s 3.15			s 1.48	s **11.05**		s 8.40	s 7.50	s 6.55AM		95.7		**BURNSIDE ST.** 0.5
					s 10.55PM	s 7.45PM	s 6.05PM	s 5.20PM		s 3.20PM			s 1.55PM	s 11.15AM		s **8.45**AM	s 8.00AM			96.2	DNR	**PORTLAND**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(54.0)
	(5.45)	(1.00)	(0.25)	(2.30)	(1.20)	(2.15)	(2.35)	(1.20)	(0.18)	(2.10)	(0.18)	(0.05)	(1.20)	(2.40)	(0.16)	(2.15)	(1.30)	(0.35)	(0.05)			……Time over District
	6.70	6.94	13.30	15.48	20.17	22.14	20.90	20.17	24.33	22.98	30.30	37.20	19.80	19.21	27.37	22.14	17.66	19.00	37.20			……Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 10, 11, 12 and 13 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Morrison, Washington, Stark and Flanders Sts., Portland. Additional flag stops: all trains except No. 102, Motts Farm, one mile east of Beaverton, Tobias M. P, 14.8, North Range and Fir Sts., on Main St. East of P. R. & N. Crossing and West of 6th St., Fir and 6th Sts., and 10th St. (near City Park), Hillsboro, on 1st Avenue between 3rd and 4th Sts. and between 5th and 6th Sts., also on A St. between 3rd and 4th Avenues, Forest Grove; Howe's farm M. P. 45.3. No. 142 stops to let off passengers from West of Hillsboro. No. 236 will carry passengers.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

	Time Table No. 80 May 31, 1914		Distance from Portland	FIRST CLASS														SECOND CLASS				Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	
				101	351	107	141	111	355	113	103	353	357	105	115	117	109	229	235	233	231		
				Eugene Electric	Airlie Electric	McMinnville Electric	P. R. & N. Passenger	Forest Grove Electric	McMinnville Electric	Forest Grove Electric	Willamina Electric	Corvallis Electric	McMinnville Electric	McMinnville Electric	Forest Grove Electric	Forest Grove Electric	McMinnville Electric	Freight	Way Freight	Way Freight	Way Freight		
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
DR	**WHITESON**		54.0	s 9.45AM	s 9.55AM						s 6.00PM	s 6.10PM							10.30AM		12.45PM	16	WY
DR	**McMINNVILLE**	4.3	49.7	s **9.30**	s **9.40**	s 11.05AM			s 11.40AM		s 5.50	s 6.00	s 7.35PM	s 7.50PM			s 1.25AM	4.30AM	**10.00**	2.30PM	12.30PM	50	
R	**ST. JOSEPH**	3.2	46.5	s **9.20**	9.34AM	s 10.55			11.31AM		s **5.39**	5.49PM	7.26PM	s 7.40			s 1.17	4.15	9.44AM	2.05	11.55AM	22	PFY
D	CARLTON	4.1	42.4	s 9.12		s 10.45					s 5.31			s 7.33			s 1.10			1.45		30	
	YAMHILL	3.4	39.0	s **9.06**		s 10.37					s 5.25			s 7.27			s 1.04	3.45		**1.28**		20	P
	COVE ORCHARD (Spur)	2.4	36.6	f 8.59		f 10.31					f 5.20			f 7.22			f 12.59			12.55		14	P
	WAPATO (Spur)	2.6	34.0	f 8.54		f 10.25					f 5.15			f 7.17			f 12.54			12.40		8	P
D	GASTON	2.4	31.6	s 8.49		s 10.20					s 5.10			s 7.12			s 12.49			12.30PM		17	W
	PATTON	0.7	30.9	s 8.47		f 10.18					s 5.08			f 7.10			f 12.47	3.20		11.50		31	P
	SEGHERS (Spur)	1.1	29.8	f 8.45		f 10.16					f 5.06			f 7.08			f 12.45			11.40		20	P
	TEFFER (No siding)	1.3	28.5			f					f			f			f						
	DILLEY	0.8	27.7	s 8.41		s **10.12**					s 5.02			s 7.05			s 12.42			11.30		21	P
	RETLAW (No siding)	1.0	27.5			f					f			f			f						
DR	**FOREST GROVE** (City Sta.)	1.0	26.5	s 8.35		s 10.05		s 12.20PM		s 3.35PM	s 4.55			s 6.57	s 7.35PM	s 9.20PM	s 12.35					10	
	EDDY (No siding)	1.3	25.2			f		f		f	f			f	f	f	f						
	CATCHING	0.5	24.7			f		f		f	f **4.45**			f	f	f	f						
D	FOREST GROVE	1.6	26.1															3.05		11.00			
	CORNELIUS	2.3	23.8	s 8.25		s 9.55		s 12.10		s 3.25	s 4.42			s 6.49	s 7.25	s 9.10	s 12.25			**10.38**		27	
	KILLGORE (No siding)	0.8	23.0			f		f		f	f			f	f	f	f						
	JOBE	1.1	21.9	8.20		f **9.49**		f 12.05PM		f 3.21	f 4.38			f 6.42	f 7.22	f 9.07	f 12.22					28	P
D	HILLSBORO (City Sta.)	2.2	20.7	s 8.15		s **9.42**		s **11.59**		s 3.15	s 4.33			s **6.37**	s 7.15	s 9.00	s 12.15					3	P
DR	**HILLSBORO**	1.7	20.2				s 10.24AM											2.45		**10.00** **9.10**		75	Y
	NEWTON (Spur)	1.6	18.6	8.08		f 9.35	10.18	f 11.51		f 3.06	f 4.26			f 6.31	f 7.06	f 8.52	f 12.07			9.00		7	P
	DUNZER (Spur)	1.0	17.6	8.06		f 9.33	10.15	f 11.49		f 3.04	f **4.24**			f 6.29	f 7.04	f 8.50	f 12.05			8.55		10	P
	WITCH HAZEL (No siding)	0.7	16.9	8.04		f 9.31	10.14	f 11.47		f 3.02	f 4.23			f 6.27	f 7.03	f 8.48	f 12.03			8.50			
	REEDVILLE	1.3	15.6	s 8.02		s 9.28	s **10.10**	s 11.45		s 3.00	s 4.21			s 6.25	s 7.01	s 8.45	s 12.01AM			8.45		19	P
	ALOHA	1.5	14.1	s 7.58		f 9.25	10.06	f 11.42		f 2.57	f 4.17			s 6.22	f 6.58	f 8.42	f 11.58					3	P
	HUBER	0.7	13.4	f **7.57**		f 9.24	10.05	f 11.41		f 2.56	f 4.15			s 6.21	f **6.57**	f 8.41	f 11.56					7	P
	ST. MARYS (Spur)	1.1	12.3	f 7.55		f 9.22	10.03	f 11.39		f 2.54	f 4.13			s 6.19	f 6.54	f 8.39	f 11.54					4	PW
DR	**BEAVERTON**	1.2	11.1	s **7.53**		s 9.20	10.01AM	s 11.37		s 2.52	s 4.10			s 6.17	s 6.52	s 8.37	s 11.52	1.50AM		8.15AM		18	
	RALEIGH (O. E. Crossing) (No siding)	2.3	8.8	f 7.47		f 9.16		f 11.31		f 2.46	f 4.03			s 6.11	f 6.46	f 8.31	f 11.46						
	OLSEN (Spur)	0.8	8.0	7.45		f 9.14		f 11.29		f **2.44**	f 4.01			f 6.09	f 6.44	f 8.29	f 11.44					6	
	SHATTUCK (Spur)	0.3	7.7	f 7.44		f 9.13		f 11.28		f 2.43	f 4.00			s 6.08	f 6.43	f 8.28	f 11.43					6	P
	WOODROW (No siding)	0.7	7.0			f		f		f	f			f	f	f	f						
	HARLEM (No siding)	1.0	6.0			f		f		f	f			f	f	f	f						
	BERTHA	0.5	5.5	s 7.40		s 9.09		s 11.24		s 2.39	s 3.55			s 6.04	s 6.39	s 8.24	s 11.39					21	P
	3RD & MILES STS. (No siding)	1.1	4.4			f		f		f	f			f	f	f	f						
	BANCROFT (Spur)	1.7	2.7	f **7.33**		f 9.03		f 11.18		f 2.33	f 3.48			f 5.58	f 6.33	f 8.18	f 11.33					13	P
	HOOKER ST. (No siding)	0.7	2.0			f		f		f	f			f	f	f	f						
	4TH & JEFFERSON STS.	0.9	1.1	7.25		8.55		11.10		2.25	**3.40**			**5.50**	6.25	8.10	11.25						
	BURNSIDE ST.	0.6	0.5	s 7.18		s 8.48		s **11.03**		s 2.18	s 3.33			s 5.43	s 6.18	s 8.03	s 11.18						
DNR	**PORTLAND**	0.5	0.0	7.15AM		**8.45AM**		11.00AM		2.15PM	3.30PM			**5.40PM**	6.15PM	8.00PM	11.15PM						
	(54.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leaye Dailv	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
	Time over District..........			(2.30)	(0.21)	(2.20)	(0.23)	(1.20)	(0.09)	(1.20)	(2.30)	(0.16)	(0.09)	(2.10)	(1.20)	(1.20)	(2.10)	(2.40)	(0.46)	(6.15)	(0.50)		
	Average speed per hour..........			21.55	26.58	21.40	23.73	20.17	20.66	20.17	21.60	26.58	18.70	22 98	20.17	20.17	22.98	14.50	9.51	6.17	8.76		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 10, 11, 12 and 13 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Stark, Washington, Morrison, Yamhill and Salmon Sts., Portland. Additional flag stops: all trains except No. 101, Mott's Farm, one mile East of Beaverton, Tobias M. P. 14.8; 10th st. (near City Park), 6th and Fir Sts., on Main St. West of 6th and East of P. R.& N. Crossing, and North Range and Fir Sts., Hillsboro: on 1st Avenue between 3rd and 4th Sts. and between 5th and 6th Sts., also on A St. between 3rd and 4th Avenues, Forest Grove; Howe's Farm M. P. 45.3. No. 141 stop at stations between Beaverton and Hillsboro to discharge passengers. No. 235 will carry passengers.

JUNCTION CITY SUBDIVISION

Eastward **FROM SAN FRANCISCO**

TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS	FIRST CLASS			Distance from Corvallis		Time Table No. 80 May 31, 1914	Distance from Portland	FIRST CLASS			SECOND CLASS
		232	138	102	354					101	137	353	231
		Way Freight	Motor	Eugene Passenger	Corvallis Passenger					Eugene Passenger	Motor	Corvallis Passenger	Way Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
60	Y	7.00AM		1.15PM	6.45AM	0.0	DR	**CORVALLIS** 1.4	96.2	s 12.01PM		s 8.15PM	4.45PM
		7.08		s 1.25	s 6.51	1.4		**C. & E. CROSSING** 3.9	94.8	s 11.51		s 8.07	4.35
5		7.18		f 1.34	f 6.58	5.3		LEWISBURG (Spur) 2.5	90.9	f 11.34		s 7.57	4.20
5	W	7.25		f 1.41	f 7.04	7.8		CALLOWAY (Spur) 2.6	88.4	f 11.28		f 7.51	4.10
23		7.32		s 1.47	s 7.09	10.4		WELLSDALE 3.1	85.8	s 11.21		s 7.45	4.00
23		7.42		s 1.54	s 7.15	13.5		SUVER 2.0	82.7	s 11.13		s 7.38	3.40
20		7.49		s 1.59	s 7.20	15.5		PARKER 3.0	80.7	s 11.07		s 7.33	3.30
297						18.5		WIGRICH JCT. (Spur) 2.3	77.7				
20	T	8.05	4.30PM	s 2.14	s 7.35	20.5	DR	**INDEPENDENCE** 5.1	75.4	s 10.52	s 4.25PM	s 7.15	3.10
			s 4.44PM	s 2.27	s 7.49	25.7	R	**GERLINGER** 0.7 (S.F.C.&W. Crossing)	70.3	s 10.38	4.12PM	s 7.00	2.35
22	W	8.20		s 2.31	s 7.51	26.6		DERRY 3.3	69.6	s 10.33		s 6.56	2.31
10		8.30		f 2.40	f 7.57	30.0		CROWLEY (Spur) 4.4	66.3	f 10.24		f 6.48	2.00
22		8.45		s 2.50	s 8.05	34.4		McCOY 5.3	61.9	s 10.16		s 6.37	1.45
32		9.00		s 3.00	s 8.16	39.7		AMITY 2.6	56.6	s 10.06		s 6.24	1.30
16	WY	9.10AM		s 3.10PM	s 8.21AM	42.2	DR	**WHITESON**	54.0	10.00AM		6.16PM	1.00PM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(42.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(2.10) 19.30	(0.14) 21.00	(1.55) 22.01	(1.36) 26.37			Time over District Average speed per hour		(2.01) 20.92	(0.13) 22.60	(1.59) 21.27	(3.45) 11.25

Westward trains are superior to trains of the same class in the opposite direction (see Rul 72.) Additional flag stops: Nos. 137 and 138—O'Brien Place, between Independence and Gerlinger, and Grant Street, Independence.

JUNCTION CITY SUBDIVISION

Eastward **FROM SAN FRANCISCO**

TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS			FIRST CLASS	Distance from Beaverton		Time Table No. 80 May 31, 1914	Distance from Portland	FIRST CLASS		SECOND CLASS		
		234	232	230	142					141	319	229	233	231
		Way Freight	Way Freight	Freight	P. R. & N. Passenger					P. R. & N. Passenger	Beaverton Electric	Freight	Way Freight	Way Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
18	T	1.00PM		8.05AM	1.56PM	0.0	DR	**BEAVERTON** 2.2	20.4	s 10.00AM	s 5.30PM	1.45AM	8.05AM	
5		1.10			f 2.03	2.2		FANNO (Spur) 0.9	18.2	f 9.54	f 5.23		7.40	
6	P	1.15			f 2.05	3.1		ROBINSON (Spur) 0.7	17.3	f 9.52	f 5.21		7.35	
						3.8		O. E. CROSSING 0.8	16.6					
8	P	1.25		8.20	f 2.09	4.6		TIGARD 1.5	15.8	f 9.48	f 5.17	1.25	7.30	
7	P	1.35			2.13	6.1		BONITA (Spur) 1.3	14.3	f 9.44	f 5.14		7.20	
51	PY	1.45PM		8.35AM	s 2.17PM	7.4	R	**COOK**	13.0	9.40AM	5.11PM	1.15AM	7.15AM	
		For schedule of trains between Oswego and Cook, see pages 10, 11, 12 and 13 .								For schedule of trains between Oswego and Cook see pages 10, 11, 12 and 13.				
25		3.05PM	2.55PM	9.30AM	s 2.30PM	11.2	DR	**OSWEGO** 1.1	9.2	s 9.29AM		12.50AM	6.50AM	8.20AM
48		3.15	3.05	9.39	2.35	12.3		MENEFEE 1.2	8.1	9.25		12.43	6.43	8.10
5		3.20	3.10	9.42	s 2.38	13.5		MILWAUKEE 1.1	6.9	s 9.23		12.40	6.40	8.07
		3.25PM	3.15PM	9.45PM	2.41PM	14.6		**WILLSBURG JCT.**	5.8	9.21AM		12.38AM	6.37AM	8.04AM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(10.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(1.05) 9.96	(0.20) 10.20	(0.45) 14.40	(0.32) 20.25			Time over District Average speed per hour		(0.28) 23.14	(0.19) 24.60	(0.42) 15.42	(1.03) 10.28	(0.16) 12.75

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)

JUNCTION CITY SUBDIVISION

Eastward — **FROM SAN FRANCISCO**

TOWARD SAN FRANCISCO — **Westward**

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS				FIRST CLASS			Distance from Airlie and Branch Terminals		Time Table No. 80 May 31, 1914	Distance from Portland via Jefferson St.	FIRST CLASS			SECOND CLASS			
	380	378	376	236	386	352	104					351	103	385	235	375	377	379
	Mixed	Mixed	Mixed	Way Freight	Motor	Airlie Passenger	Willamina Passenger					Airlie Passenger	Willamina Passenger	Motor	Way Freight	Mixed	Mixed	Mixed
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
10 T				6.00AM		1.00PM		0.0	R	**AIRLIE**	81.4	s 11.59AM			2.00PM			
3				6.07		f 1.07		2.2		2.2 SIMPSON (Spur)	79.2	f 11.50			1.50			
2				6.13		f 1.13		3.9		1.7 STRONG (Spur)	77.5	f 11.43			1.45			
7				6.18		f 1.18		5.4		1.5 LUCKIAMUTE (Spur)	76.0	f 11.38			1.40			
9 Y				6.35	8.00PM	s **1.30**		9.2	DR	3.8 **MONMOUTH**	72.2	s 11.27		s 7.55PM	**1.30**			
				6.45	f 8.09	f 1.40		12.2		3.0 MULKEY (No siding)	69.2	f 11.17		f 7.46	1.00			
								16.0		3.4 S. F. C. & W. CROSSING	65.4							
26 WY				7.10	s 8.25PM	s 2.00		16.4	DR	0.4 **DALLAS**	65.0	s 11.07		7.30PM	12.45			
9				7.30		f 2.10		19.6		3.2 POLK	61.8	f 10.56			12.25			
16				7.40		f 2.21		22.4		2.8 SMITHFIELD	59.0	f 10.44			12.05PM			
6				7.57		s 2.33		26.9		4.5 PERRYDALE 2.2	54.5	s 10.32			11.45			
21 T	2.00PM	9.50AM	7.45AM				7.35AM	0.0	DR	**SHERIDAN**	59.3		s 7.00PM			s 9.00AM	s 11.00AM	s 3.10PM
15	s 2.20	s 10.10	s 8.05				s 7.48	4.2		4.2 BALLSTON 2.8	55.1		s 6.45			s 8.40	s 10.40	s 2.50
Y	s 2.30PM	s 10.20AM	s 8.15AM	8.20		s 2.41	s 7.56	29.1	R	**BROADMEAD**	52.3	s 10.25	s 6.36		11.30	8.30AM	10.30AM	2.40PM
7				8.22		f 2.43	f 7.57	29.6		0.5 WINCH (Spur)	51.8	f 10.19	f 6.33		11.15			
4				8.28		f 2.49	f 8.02	31.7		2.1 HARRISON (Spur)	49.7	f 10.14	f 6.28		11.05			
22				8.31		f 2.52	f 8.04	32.5		0.8 BRIEDWELL	48.9	f 10.11	f 6.25		11.00			
4				8.39		f 2.59	f 8.10	34.8		2.3 HOLMES (Spur)	46.6	f 10.04	f 6.19		10.50			
16 WY				8.43AM		s 3.03PM	s 8.15AM	36.2	DR	1.4 **WHITESON**	45.2	10.00AM	6.15PM		10.40AM			
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(36.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(0.30)	(0.30)	(0.30)	(2.43)	(0.25)	(2.03)	(0.40)			Time over District		(1.59)	(0.45)	(0.25)	(3.20)	(0.30)	(0.30)	(0.30)
	14.00	14.00	14.00	13.32	17.04	17.65	21.15			Average speed per hour		18.25	18.40	17.04	10.86	14.00	14.00	14.00

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 376 is superior to No. 375; No. 378 is superior to No. 377; No. 380 is superior to No. 379. Nos. 235 and 236 will carry passengers.

SPECIAL RULES

☞ “SAFETY FIRST”

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Portland (Grand Central Station).
Portland (Dispatcher's Office).
Jefferson Street Depot.
Brooklyn
Canby
Woodburn.
Salem.
Albany.
Junction City.
Eugene.
Roseburg.
Glendale
Grants Pass.
Ashland.
Silverton.
Coburg.
Springfield.
Oakridge.
Dallas.
Sheridan.
Hillsboro.
Forest Grove
McMinnville.
Independence.
Corvallis.

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
A. & C. FELDENHEIMER, Local Watch Inspectors	Portland
H. A. BELDING, Local Watch Inspector	Portland
E. A. PRIEST, Local Watch Inspector	Canby
H. L. MOORE, Local Watch Inspector	Woodburn
F. M. FRENCH, Local Watch Inspector	Albany
M. L. KREAMER, Local Watch Inspector	Eugene
A. SALISMAN, Local Watch Inspector	Roseburg
B. BARNES, Local Watch Inspector	Grants Pass
H. L. WHITED, Local Watch Inspector	Ashland
D. W. ROOF, Local Watch Inspector	Springfield
W. F. HANNA, Local Watch Inspector	McMinnville
J. H. HOFFMAN, Local Watch Inspector	Hillsboro
E. W. S. PRATT, Local Watch Inspector	Corvallis
F. H. NEWELL, Local Watch Inspector	Sheridan

BULLETIN STATIONS

Portland (Dispatcher's Office).
Jefferson Street Depot.
Brooklyn.
Canby.
Woodburn.
Salem.
Albany.
Junction City.
Eugene.
Roseburg.
Grants Pass.
Ashland.
Corvallis.
Springfield.
Coburg
Hillsboro.
Forest Grove
McMinnville
Dallas.
Sheridan.

CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and dispatcher's initials, writing same on clearance before delivery.

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

All trains must obtain clearance card, Form 2643, before leaving Medford, Grants Pass, Eugene, Albany, Salem and Dallas. Westward trains between 7 a. m. and 7 p. m Jefferson Street Depot.

All trains routed via detour at Hillsboro, Forest Grove and Newberg must obtain clearance card, form 2643 at city stations

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

REGISTER EXCEPTIONS.

First-class trains will leave register ticket (Form 2642) with operator at Brooklyn who will register for them.

Trains via detour at Hillsboro will leave register ticket (Form 2642) with operator at Hillsboro City Station who will register for them.

Nos. 141 and 142 will leave register ticket (Form 2642) with the operator at Oswego, who will register for them.

Trains via detour at Newberg will leave register ticket (Form 2642) with operator at Newberg City Station who will register for them.

Woodburn: Only trains originating or terminating at Woodburn will register.

Cottage Grove: Only Nos. 19 and 20 will register.

Tualatin: Only trains originating or terminating at Tualatin will register.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non registering stations.

AIR BRAKE TESTS AND INSPECTION.

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 14. When signal from rear of train cannot be seen owing to foggy weather or position of train on curve, engineer will sound one blast of the steam whistle and rear brakeman will apply brakes as required in Rule 14. Engineer should watch gauge and if proper reduction made acknowledge same by two short blasts of the steam whistle. This test should also be made on eastward trains at Bertha and Grants Pass and westward trains at Glendale. Rule 24 should be observed when helper engines are cut out or picked up ahead of the regular engine.

Retainers must be turned up on passenger and freight trains westward, from Tunnel 8 to Wolf Creek, Tunnel 9 to Merlin and Dimmick to Grants Pass; eastward, from Dimmick to Merlin, Tunnel 9 to Leland, Tunnel 8 to Glendale; also on eastward and westward freight trains, Rice Hill to foot of grade, and from Divide to Comstock, westward.

The following points are designated for careful inspection of running gear, brake and draft rigging of trains by freight train crews: Woodburn, Salem, Albany, Eugene, Cottage Grove, Drain, Glendale, Grants Pass, Medford, Silverton, Lebanon, Newberg, Whiteson, Beaverton and Independence. Westbound freight trains will stop at Hugo five minutes to permit cooling and a superficial examination. Train crew should make careful inspection of trains at any point where trains stop, or at points where slow movement of train would permit trainmen to stand on ground and watch for defects as train is pulled past.

AUTOMATIC BLOCK SIGNALS.

On single track trains will wait five minutes in accordance with Rule 504 before following flagman. Excepting between Willsburg Junction and East Morrison Street trains stopped by block signal will wait one minute then proceed under control, not exceeding six miles per hour, to next signal.

On single track within automatic block signal limits last portion of Rule 86 will not apply.

LOCATION OF INTERLOCKING PLANTS.

Willamette River Bridge between East Portland and Portland.
Oregon Electric crossing east of Beaverton.
Oregon Electric crossing between Tigard and Robinson.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour, and no train shall exceed a speed of 25 miles per hour around curves of 7 degrees or over.

Speed of Consolidation and Mikado Engines (2500, 2800 and 3200 class) restricted to a maximum of 35 miles per hour, and 20 miles per hour around curves of 7 degrees or over.

Maximum Speed Engines running light as follows: Atlantic Type, 50; Pacific Type, 50; Ten-wheel Vauclain Compound, 45; Ten-wheel changed to simple, 45; Ten-wheel Nos. 2301 to 2352, inclusive, 45; Eight-wheel American Type, 50; Consolidation Type, 35; Mikado Type, 35; Mogul Type, simple and compound, 45; Switch Engines, 20 miles per hour.

Maximum speed engines backing up on main line between Ashland and Portland, 25 miles per hour; all branch lines, 20 miles per hour.

Trains handling Steam Wrecking Crane must not exceed 25 miles per hour.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges, around sharp curves and passing through stations.

Portland—Junction City

Trains must reduce speed to 10 miles per hour over Willamette River bridge, Portland; passing shop buildings, Brooklyn; over grade crossings between Brooklyn and Willsburg Junction, and over Clackamas Southern Railway crossing east of Oregon City. 15 miles per hour on curve 1 mile west of Oregon City. 20 miles per hour at Rock Point where track approaches the river west of New Era; around curves east and west of Clackamas River bridge and Willamette River bridge between Harrisburg and Junction City.

Junction City—Roseburg

Trains must reduce speed to 20 miles per hour around sharp curves east and west of Winchester bridge.

Pacific type, Atlantic type and 2300 class engines restricted to 30 miles per hour between mile post 642 and 645, and 35 miles per hour between Comstock and Drain, 30 miles per hour between Sutherlin and Roseburg. Consolidated and Mikado engines 25 miles per hour between M. P. 642 and 645, and Sutherlin and Roseburg.

Roseburg—Ashland

Pacific type, Atlantic type and 2300 class engines restricted to 30 miles per hour, and consolidated and Mikado engines 25 miles per hour between Roseburg and Green.

Willsburg Jct.—Oswego

Trains must reduce speed to 15 miles per hour over trestle approaches to Willamette River bridge between Oswego and Milwaukie.

Electric Lines

Trains must reduce speed to 6 miles per hour in passing over facing point spring switches on Fourth and Jefferson Streets, Portland; 10 miles per hour on Fourth and Jefferson Streets, Portland, over Elk Rock trestle and Tualatin and South Yamhill River bridges.

In order to avoid trouble with the dynamotors on electric cars, due to flashing over dead sections and cross overs, you will reduce speed so as not to exceed eight miles per hour at such points.

The following speed table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified above.

	Passenger.	Freight.
Portland-Divide	50	30
Divide-Comstock	25	18
Comstock-Cornutt	45	25
Cornutt-West Fork	30	20
West Fork-Reuben	25	18
Reuben-Grants Pass	45	25
Grants Pass-Ashland	50	30
Portland-McCoy	50	30
McCoy-Corvallis	45	25
Salem-Geer	35	25
Portland (Jefferson Street)-Oswego	25	18
Oswego-St. Joseph	50	30
Willsburg Junction-Beaverton	50	30
Whiteson-Airlie	25	18
Broadmead-Sheridan	25	18
Woodburn-Springfield	30	22
Springfield-Natron	25	18
Natron-Oakridge	50	30
Mohawk Junction-Wendling	25	18
Lebanon-Albany Junction	30	22

Speed of trains regulated by ordinance through city limits, or between points designated by slow boards within certain city limits.

	Miles per hour.		Miles per hour.
Portland	10	Central Point	10
Oregon City	8	Medford	8
Aurora	15	Talent	15
Hubbard	12	Milwaukee	12
Woodburn	10	Oswego	10
Gervais	15	Beaverton	8
Salem	10	Hillsboro	12
Turner	12	Cornelius	12
Jefferson	20	Carlton	10
Albany	8	McMinnville	12
Halsey	10	Amity	10
Harrisburg	12	Independence	6
Junction City	10	Corvallis	10
Eugene	15	LaFayette	6
Creswell	12	Dallas	6
Yoncalla	6	Monmouth	8
Roseburg	6	Lebanon	12
Rogue River	20	Brownsville	10

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

SPECIAL RULES—Continued

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.

Mile Post	East of	Description
Ashland—Roseburg		
456.9	Ray Gold	Rogue River Bridge.
490.6	Hugo	Tunnel No. 9.
505.2	Wolf Creek	Tunnel No. 8.
509.3	Glendale	Cow Creek Bridge.
514.1	Reuben	Tunnel No. 7.
514.8	Reuben	Tunnel No. 6.
515.7	Reuben	Tunnel No. 5.
516.0	Reuben	Tunnel No. 4.
518.6	Brandt	Tunnel No. 3.
521.0	Brandt	Tunnel No. 2.
521.1	Brandt	Cow Creek Bridge.
521.4	West Fork	West Fork Creek Bridge.
522.1	West Fork	Rock Bluff.
530.8	Cow Creek	Tunnel No. 1.
533.6	Nichols	Rock Bluff.
533.8	Nichols	Rock Bluff.
538.8	Nichols	Rock Bluff.
550.1	Weaver	South Umpqua River Bridge.
571.5	Green	Rock Bluff.
Roseburg—Junction City		
578.1	Winchester	North Umpqua River Bridge.
589.9	Oakland	Calapooia River Bridge.
607.9	Devore	Elk Creek Bridge.
608.7	Devore	Pass Creek Bridge.
610.7	Drain	Pass Creek Bridge.
612.3	Leona	Pass Creek Bridge.
613.6	Leona	Pass Creek Bridge.
625.7	Latham	Coast Fork Bridge.
627.4	Cottage Grove	Coast Fork Bridge.
Junction City—Portland		
663.1	Junction City	Willamette River Bridge.
682.1	Shedd	Calapooia River Bridge.
699.0	Millersburg	Santiam River Bridge.
743.6	Aurora	Pudding River Bridge.
755.5	Oregon City	Rock Bluff.
755.6	Oregon City	Overhead Foot Crossing.
757.5	Park Place	Clackamas River Bridge.
766.2	Wilsburg	Overhead Crossing, Bybee Avenue.
770.0	E. Morrison St.	Overhead Crossing, Burnside Street.
Springfield—Woodburn		
650.2	Armitage	McKenzie River Bridge.
671.7	Twin Buttes	Calapooia River Bridge.
689.8	Lebanon	South Santiam River Bridge.
698.5	Crabtree	Crabtree Creek Bridge.
701.0	Gilkey	Thomas Creek Bridge.
706.3	Shelburn	North Santiam River Bridge.
728.8	Abiqua	Abiqua Creek Bridge.
Wendling—Mohawk Junction		
659.8	Wendling	Mohawk River Bridge.
651.0	Yarnell	Mohawk River Bridge.
649.5	Yarnell	McKenzie River Bridge.
Oakridge—Springfield Junction		
682.4	Oakridge	Tunnel No. 3.
680.0	Oakridge	Tunnel No. 2.
677.1	Lookout	Tunnel No. 1.
656.3	Pengra	Fall Creek Bridge.
644.6	Springfield	Willamette River Bridge.
Oswego—Wilsburg Jct.		
2-E	Wilsonia	Willamette River Bridge.
Corvallis—Whiteson		
81-E	Suver	Luckiamute River Bridge.
Airlie—Whiteson		
74-E	Luckiamute	Luckiamute River Bridge.
Electric Lines		
53-B	Whiteson	South Yamhill River Bridge.
12-H	Tualatin	Tualatin River Bridge.
0.4	Turntable	Overhead Road Crossing.
0.3	Turntable	O. E. Overhead Railroad Crossing.

Train employes are cautioned not to lean out of engine cab window while passing over Clackamas River bridge.

Train and enginemen are cautioned to keep a sharp lookout especially on curves on West Side and Yamhill lines, where trolley poles and wires are being put up in connection with electrification work. Avoid coming in contact with these wires as they carry high voltage current. Trolley wire running through Tualatin and South Yamhill River bridges will not clear men on top of box car.

MAIN TRACK LINE UP AT JUNCTIONS.

Junction switches at Cook and Oswego must be left set and locked for movements between Portland and St. Joseph via Rivera and Newberg.

Junction switch at Beaverton must be left set and locked for movements via Hillsboro-Bertha line.

Junction switch (second connection east of crossing) at Dallas must be left set and locked for the S. F. C. & W. connection.

Junction switches of detour at Hillsboro must be left set and locked for movements via Hillsboro city station.

Junction switches of detour at Forest Grove must be left set and locked for movements via Forest Grove City Station.

Junction switches of detour at Newberg must be left set and locked for movements via Newberg city station.

Junction switch (west leg of wye) at Springfield must be left set and locked for movements via Springfield and Springfield Jct. line.

The junction switch leading to the Jefferson Street line at Fourth and Jefferson Streets, Portland, is a spring switch and will be left as used. Therefore, westward trains must approach this switch under control, expecting to find it lined up against them.

YARDS.

All trains must be under control within yard limits as listed below. See Rule 93.

PORTLAND (Portland, yard limits extend to yard signs west of Willsburg Junction. Bancroft and Southern Portland.)
OREGON CITY
CANBY
WOODBURN
SALEM (Salem, yard limits extend to yard sign east of Fair Grounds.)
ALBANY (Albany, yard limits extend to yard signs west of Albany Junction.)
JUNCTION CITY
EUGENE (Eugene, yard limits extend to yard sign west of Springfield Junction.)
COTTAGE GROVE (Cottage Grove, yard limits extend to yard sign west of Latham.)
DRAIN
ROSEBURG
WEST FORK
GLENDALE
GRANTS PASS
MEDFORD
ASHLAND
SPRINGFIELD (Springfield, yard limit extends to yard sign east of Fisher-Balle Mills, west of Mohawk Junction; also includes cut-off between Springfield and Springfield Junction.)
COBURG
BROWNSVILLE
OAKRIDGE
LEBANON
SILVERTON
TALLMAN
WENDLING
BEAVERTON
HILLSBORO
FOREST GROVE
CARLTON
ST. JOSEPH
McMINNVILLE
WHITESON
INDEPENDENCE
CORVALLIS
OSWEGO
COOK
NEWBERG
BROADMEAD
SHERIDAN
DALLAS

At Eugene and Canby P. E. & E. trains will use S. P. tracks, and at Salem S. F. C. & W. trains will use S. P. tracks between their connection at Union St. and passenger station; all trains will move under control expecting to find track occupied. S. P. freight trains and yard engines must not delay passenger trains.

Between 6:00 P. M. and 7;00 A. M. trains using the Geer line between main line junction and yard limits, Salem, will move under control expecting to find track occupied by cars and yard engines.

LOCATION WATER TANKS BETWEEN STATIONS.

One half-mile west of Tunnel 9.
One-fourth mile west of Pollard.
Four miles west of Cornutt.
One-eighth mile west of Rock Spur.

MISCELLANEOUS.

Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company while in their yard.

Trains will leave Portland terminal yard only on receiving "Proceed" signal from tower semaphore at Fourth Street, calling for and acknowledging same per Rule 221-A.

Trains consisting of more than 20 cars will cut off engine to take water, and will also cut off way cars before spotting.

Flues of engines must not be sanded while crossing overhead bridges.

ELECTRIC LINES

Fourth Street trains, in and out of Union Depot, Portland, will be governed by position of semaphore at Fourth Street.

Steam engines will not take the sharp curve on the detour at Forest Grove between the wye and new passenger station nor the detour at Hillsboro or Newberg.

Eastward trains must stop before fouling the crossing at Fourth and Jefferson Streets, Portland.

All trains must stop before crossing electric tracks on Fourth and Jefferson Streets, Portland; Oregon Electric tracks at Hillsboro, and Spaulding Logging Co., track at Newberg. Whenever the view of the motorman is obstructed by weather conditions or otherwise, it will be necessary to flag over these crossings.

The dimmer must be used on headlights of all Electric Trains within the City limits of Portland as required by ordinance.

Rule 91 will not apply for movements between Portland, Hooker St. and Jefferson St. Depot.

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS

	Wood	Steel
Baggage	75 Ms	88 Ms
Baggage, Mail and Express	66 Ms	93 Ms
Baggage and Passenger	54 Ms	....
Buffet Cars	114 Ms	146 Ms
Business	105 Ms	....
Chair Cars	87 Ms	98 Ms
Coaches (First Class)	71 Ms	92 Ms
Coaches (Second Class)	47 Ms	....
Dining Cars	128 Ms	146 Ms
Dynamo	94 Ms	105 Ms
Horse Express	81 Ms	....
Postal Cars (60 ft.)	....	110 Ms
Postal Cars (40 ft.)	....	77 Ms
Pullman Parlor Cars	121 Ms	....
Pullman Standard Sleepers	128 Ms	150 Ms
Pullman Tourist Sleepers	94 Ms	143 Ms
Observation Cars	122 Ms	145Ms
Tea and Silk	48 Ms	....

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND JUNCTION CITY						JUNCTION CITY & ROSEBURG					ROSEBURG AND ASHLAND						WOODBURN AND NATRON						M'H'K JC. & WENDLING		ALB'Y JCT. & LEBANON			
		Westward			Eastward			Westward			Eastward		Westward			Eastward			Westward			Eastward			Westward	Eastward	Westward	Eastward		
		Portland to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Portland	Jct. City to Drain	Drain to Oakland	Oakland to Roseburg	Roseburg to Divide	Divide to Jct. City	Roseburg to WestFork	WestFork to GrantsPs.	GrantsPs. to Ashland	Ashland to GrantsPs.	GrantsPs. to Glendale	Glendale to Roseburg	Woodb'n to Pratum	Pratum to Aum'ville	Aum'ville to Natron	Natron to Aum'ville	Aum'ville to Pratum	Pratum to Woodb'n	M'h'k Jct. to Wendl'g	Wendl'g to M'h'k Jct.	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct.		
E-63 $\frac{16}{24}$ 44	1501 to 1510	830	1180	1280	1380	1280	1130	1030	325	435	410	1030	......	......	......	......	......	815	830	375	740	1380	500	1100	1350	1400	1280	1380		
E-63 $\frac{16}{24}$ 46	1511	830	1205	1280	1380	1305	1150	1055	325	435	410	1080	......	......	......	......	......	830	830	375	740	1380	500	1205	1350	1425	1280	1380		
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	930	1280	1380	1480	1380	1230	1180	370	485	465	1180	......	......	......	......	......	950	930	425	790	1480	500	1205	1450	1525	1380	1480		
M-53 $\frac{17}{24}$ 63 M-57 $\frac{17}{24}$ 68	1600 1601 to 1607	1110	1480	1580	1680	1580	1405	1380	465	590	540	1380	980	430	950	1680	430	1145	1110	525	1000	1680	750	1480	1650	1850	1580	1680		
T-57 $\frac{18}{24}$ 68	2025	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	980	430	950	1680	430	1180	1110	525	1000	1680	750	1480	1650	1850	1580	1680		
T-57 $\frac{18}{24}$ 74 T-57 $\frac{18}{24}$ 70 T-57 $\frac{18}{24}$ 72	2029 2030, 2031 2041, 2048, 2058, 2085, 2099	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1275	1180	550	1060	1780	790	1580	1750	1950	1680	1780		
M-57 $\frac{18}{24}$ 73	1610 to 1614	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1290	1180	550	1060	1780	790	1580	1750	1950	1680	1780		
E-62 $\frac{18}{26}$ 62 E-63 $\frac{18}{24}$ 69 E-63 $\frac{18}{24}$ 68	1476 1385 1395	1110	1480	1580	1680	1580	1405	1380	460	580	540	1380	980	430	950	1680	430	1250	1110	525	1000	1680	700	1480	1650	1850	1580	1680		
T-57 $\frac{18}{24}$ 88	2130, 2133, 2138, 2141, 2145, 2148	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	600	1200	1880	850	1680	1850	2050	1780	1880		
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	1380	1780	1880	1980	1880	1730	1730	625	805	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980		
T-57 $\frac{18}{30}$ 78 T-57 $\frac{18}{30}$ 71 T-57 $\frac{18}{30}$ 84	2190, 2191, 2197 2193 2208	1380	1780	1880	1980	1880	1730	1730	640	855	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980		
T-69 $\frac{20}{26}$ 113	2219	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{19}{24}$ 105	2223	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{20}{26}$ 112	2271	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{20}{28}$ 134	2274	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{21}{28}$ 149	2283, 2292, 2298, 2299	1600	2100	2500	2500	2500	2000	2000	750	1100	900	2150	1550	650	1450	2200	650	1800	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{15\frac{1}{2}\cdot 26}{28}$ 142	2297	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550	......	......	......	......	......	......	......	......	......	......		
P-77 $\frac{22}{28}$ 141	2422 to 2427	1800	2500	2900	F	2900	2400	2400	980	1300	1100	2450	1700	800	1600	F	800	2000	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{22}{28}$ 160	2331 to 2351	2000	2700	3100	F	3100	2600	2600	1050	1400	1200	2650	1900	950	1800	F	950	2200	......	......	......	......	......	......	......	......	......	......		
C-57 $\frac{22}{30}$ 187	2513 to 2591, 2800 to 2830	2600	3300	3600	F	3600	3400	3200	1230	1650	1400	3010	2450	1150	2500	F	1120	3400	......	......	......	......	......	......	......	......	......	......		
Mk-57 $\frac{23}{30}$¾ 205	3200 to 3208	2900	3630	3960	F	3960	3740	3520	1350	1815	1540	3310	2695	1215	2750	F	1230	3740	......	......	......	......	......	......	......	......	......	......		
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms. 40 to 50 Ms. More than 50 Ms.	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND CORVALLIS										PORTLAND AND AIRLIE													WILLSB'RG & BEAV'TN		NATRON & OAKRIDGE		GEER AND SALEM	
		Westward			Eastward							Westward						Eastward							Westward	Eastward	Westward	Eastward	Westward	Eastward
		Portland to Beav'rton	Beav'rton to Gaston	Gaston to Corvallis	Corvallis to Ind'p'nce	Ind'p'nce to St.Joseph	St.Joseph to Yamhill	Yamhill to Gaston	Gaston to Reedville	Reedville to Beav'rton	Beav'rton to Portland	Portland to Sherwood	Sherwood to Sp'gbr'ok	Sp'gbr'ok to Smithf'ld	Smithf'ld to Dallas	Dallas to Monm'th	Monm'th to Airlie	Airlie to Smithf'ld	Smithf'ld to Whiteson	St.Joseph to Sp'gbr'ok	Sp'gbr'ok to Sherwood	Sherwood to Portland	Bro'dm'd to Sheri dan	Sheri dan to Bro'dm'd	Willsb'rg to Beav'rton	Beav'rton to Willsb'rg	Natron to Oakridge	Oakridge to Natron	Geer to Salem	Salem to Geer
E-63 $\frac{16}{24}$ 44	1501 to 1510	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	820	740	540	1280	1280	1030	1030	830	1100
E-63 $\frac{16}{24}$ 46	1511	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	820	740	540	1280	1280	1055	1055	830	1205
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	130	950	660	660	855	810	775	1100	1175	430	600	425	870	425	1550	650	830	1100	720	420	870	790	600	1380	1380	1180	1180	930	1205
M-53 $\frac{17}{24}$ 63 M-57 $\frac{17}{24}$ 68	1600 1601 to 1607	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1500	1500	1380	1380	1110	1480
T-57 $\frac{18}{24}$ 68	2025	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1500	1500	1380	1380	1110	1480
T-57 $\frac{18}{24}$ 74 T-57 $\frac{18}{24}$ 70 T-57 $\frac{18}{24}$ 72	2029 2030, 2031 2041, 2048, 2058, 2085, 2099	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
M-57 $\frac{18}{24}$ 73	1610 to 1614	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
E-62 $\frac{18}{26}$ 62 E-63 $\frac{18}{24}$ 69 E-63 $\frac{18}{24}$ 68	1476 1385 1395	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1580	1580	1380	1380	1110	1480
T-57 $\frac{18}{24}$ 88	2130, 2133, 2138, 2141, 2145, 2148	210	1430	1050	1050	1430	1280	1200	1630	1700	700	800	600	1400	750	2200	900	1200	1550	1050	575	1430	1200	800	1780	1780	1580	1580	1280	1680
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	220	1450	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1780	1780	1730	1730	1380	1880
T-57 $\frac{18}{30}$ 78 T-57 $\frac{18}{30}$ 71 T-57 $\frac{18}{30}$ 84	2190, 2191, 2197 2193 2208	220	1500	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1780	1780	1730	1730	1380	1880
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms. 40 to 50 Ms. More than 50 Ms.	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	....	....	....	6 3 0	6 3 0

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown.

CLASS			
	"C"–Consolidation engine	"M"–Moguls	"E"–Eight-wheelers
	"T"–Ten-wheelers	"P"–Pacific Type	"Mk"–Mikado

EXAMPLE—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
DR. F. K. AINSWORTH	Chief Surgeon and Mgr.	San Francisco	All.
DR. G. F. WILSON	Division Surgeon	Portland	Lines in Oregon.
DR. J. O. C. WILEY	Assistant Surgeon	Portland	
DR. G. AINSLIE	Oculist and Aurist	Portland	Portland.
DR. S. E. WRIGHT	Asso. Oculist and Aurist	Portland	Portland.
DR. G. H. BUCK	District Surgeon	Portland	Portland (East Side) to Clackamas.
C. H. MEISSNER	District Surgeon	Oregon City	Clackamas to New Era.
DR. H. A. DEDMAN	District Surgeon	Canby	New Era to Aurora.
DR. B. F. GIESY	Emergency Surgeon	Aurora	
DR. S. W. WEAVER	Emergency Surgeon	Hubbard	
DR. O. P. OVERTON	District Surgeon	Woodburn	Aurora to Gervais and Mt. Angel.
DR. W. W. KETTLE	Emergency Surgeon	Gervais	
DR. W. H. BYRD	District Surgeon	Salem	Gervais to Marion.
G. A. MASSEY	Emergency Surgeon	Turner	
DR. W. W. ALLEN	Emergency Surgeon	Jefferson	
DR. H. J. KAVANAUGH	District Surgeon	Albany	Marion and Halsey.
DR. C. E. KENNEDY	Emergency Surgeon	Shedd	
DR. T. K. JOHNSON	Emergency Surgeon	Halsey	
DR. W. H. DALE	Emergency Surgeon	Harrisburg	
DR. D. P. LOVE	District Surgeon	Junction City	Halsey to Irving.
DR. D. A. PAINE	Consulting Surgeon	Eugene	Irving to Creswell.
DR. WM. KUYKENDALL	District Surgeon	Eugene	
DR. J. E. KUYKENDALL	Assistant Surgeon	Eugene	
DR. J. E. BRIDGEWATER	Emergency Surgeon	Creswell	
DR. B. R. JOB	District Surgeon	Cottage Grove	Creswell to Comstock.
DR. H. A. CANFIELD	District Surgeon	Drain	Comstock to Yoncalla.
DR. W. C. GILMOUR	District Surgeon	Oakland	Yoncalla to Wilbur.
DRS. A. C. SEELY & A. F. SETHER.	District Surgeons	Roseburg	Wilbur to Dillard.
DR. F. G. HEWETT	District Surgeon	Yoncalla	
DR. W. W. ASHLEY	Emergency Surgeon	Myrtle Creek	
DR. WM. F. KAISER	District Surgeon	Riddle	Dillard and West Fork.
DR. F. P. ADAMS	District Surgeon	Glendale	West Fork to Leland.
DRS. FINDLEY & LOUGHRIDGE	District Surgeons	Grants Pass	Leland to Central Point.
DR. W. P. CHISHOLM	Emergency Surgeon	Gold Hill	
DR. E. B. PICKEL	District Surgeon	Medford	Central Point to Talent.
DR. J. J. EMMONS	Oculist and Aurist	Medford	
DR. J. S. PARSONS	District Surgeon	Ashland	Talent to Ashland.
DR. R. E. KLEINSORGE	District Surgeon	Silverton	Mt. Angel to Aumsville.
DR. A. BURSELL	Emergency Surgeon	Aumsville	
DR. A. G. PRILL	District Surgeon	Scio	Aumsville to Brownsville.
DRS. BARR & POLLARD	District Surgeons	Springfield	Armitage to Natron and Wendling.
DR. E. A. LOOMIS	Emergency Surgeon	Marcola	
DR. O. E. PETTERSON	Emergency Surgeon	Wendling	
DR. J. R. STEAGALL	District Surgeon	Coburg	Brownsville to Armitage.
DR. J. C. BOOTH	District Surgeon	Lebanon	Lebanon Branch.
DR. E. W. HOWARD	District Surgeon	Brownsville	
DR. P. M. CARSTENS	District Surgeon	Beaverton	Portland to Reedville and Beaverton Bh.
DR. J. P. TAMIESIE	Consulting Surgeon	Hillsboro	Reedville to Yamhill.
DR. R. M. ERWIN	District Surgeon	Hillsboro	Reedville to Yamhill.
DR. E. J. CROWTHERS	Emergency Surgeon	Cornelius	
H. W. VOLLMER	Emergency Surgeon	Forest Grove	
DR. H. E. CARRUTH	Emergency Surgeon	Yamhill	
DR. J. H. COOK	District Surgeon	McMinnville	Yamhill to Whiteson.
DR. O. D. BUTLER	District Surgeon	Independence	Whiteson to Wellsdale.
DR. G. R. FARRA	District Surgeon	Corvallis	Wellsdale to Corvallis.
DRS. PERNOT & JOHNSON	District Surgeons	Corvallis	Wellsdale to Corvallis.
DR. W. H. BECKER	Emergency Surgeon	Sherwood	
DR. H. A. LITTLEFIELD	Emergency Surgeon	Newberg	
DR. W. T. SMITH	District Surgeon	Sheridan	Whiteson to Sheridan.
DR. A. B. STARBUCK	District Surgeon	Dallas	Sheridan Jct. to Airlie.
DR. W. D. BUTLER	Emergency Surgeon	Airlie	

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.
When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon.
Any officer of the Company is authorized to call Company Surgeons to attend the injured.
When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

MILEAGE

Main Line

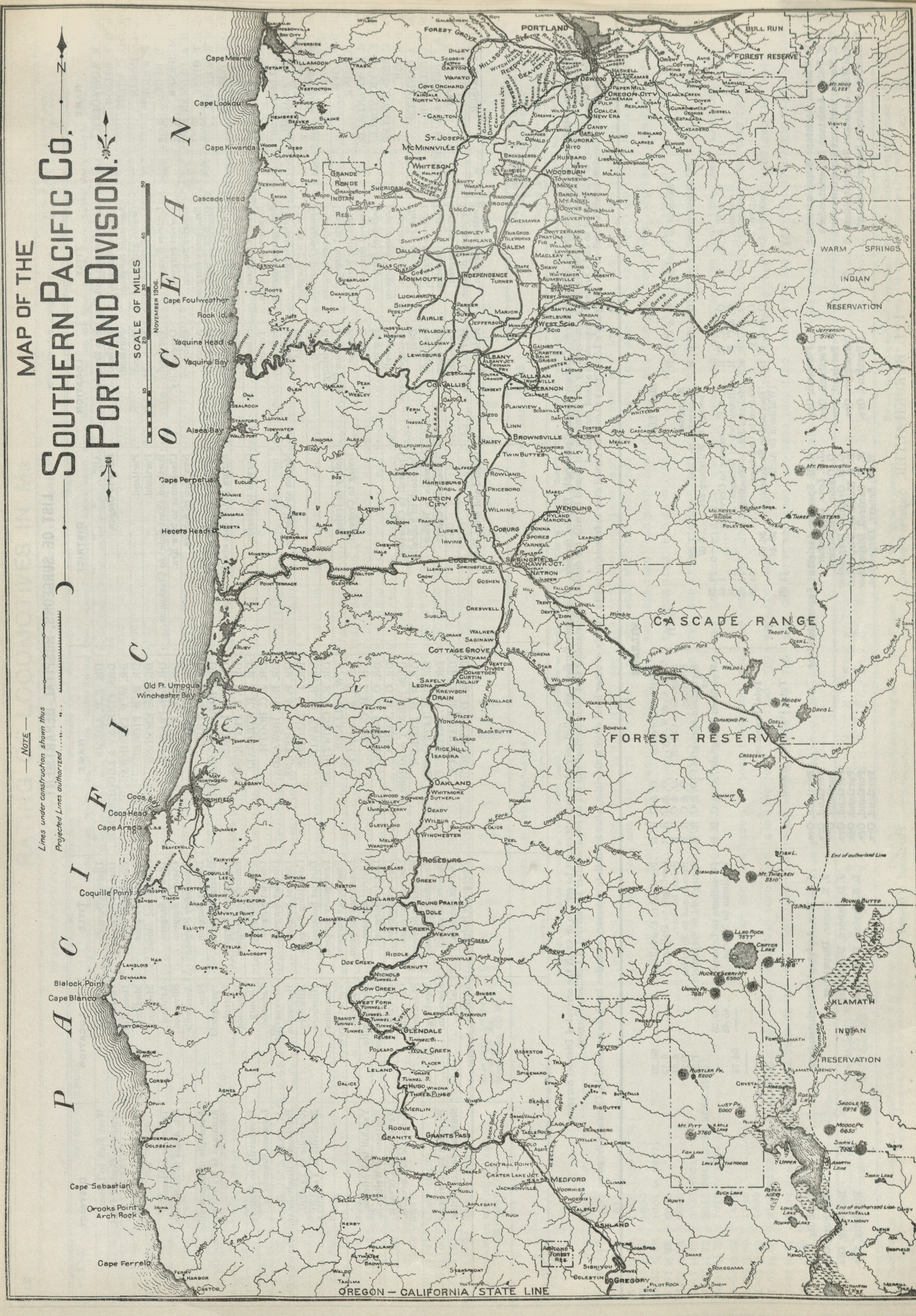
Ashland to Portland	O. & C. R. R.			341.11

Branches

Beaverton	O. & C. R. R.	Beaverton to Cook	7.28	
		Oswego to Willsburg Jct.	3.07	
				10.35
*C. & E. R. R.	O. & C. R. R.	C. & E. Crossing to Corvallis		1.46
Lebanon	O. & C. R. R.	Albany Jct. to Lebanon		11.38
Mohawk	O. & C. R. R.	Mohawk Jct. to Wendling		15.95
Natron	C. P. Ry	Natron to Oakridge		34.39
Portland-Airlie	O. & C. R. R.	Portland to St. Joseph	36.65	
		Whiteson to Airlie	36.44	
				73.09
Portland-Corvallis	O. & C. R. R.	Portland to Corvallis		96.39
*S. F. C. & W. Ry.	O. & C. R. R.	Gerlinger to Dallas		5.12
Salem-Geer Cut-off	O. & C. R. R.	Salem to Geer		6.81
Sheridan	O. & C. R. R.	Broadmead to Sheridan		7.24
Springfield-Springfield Jct.	O. & C. R. R.	Springfield to Springfield Jct.		1.23
Woodburn-Springfield	O. & C. R. R.	Woodburn to Lebanon	49.26	
		Tallman to Natron	45.48	
				94.74
Total Branches				358.15
Total Portland Division				699.26

C. W. Martyn, Assistant Superintendent	**Portland, Ore.**
F. M. Siefer, Assistant Superintendent	**Portland, Ore.**
G. C. Morris, Assistant Superintendent	**Portland, Ore.**
George Wild, Assistant Superintendent	**Brooklyn, Ore.**
F. Hanssen, Assistant Superintendent	**Portland, Ore.**
C. H. Spencer, Assistant Superintendent	**Portland, Ore.**
J. I. Love, Dispatcher	**Portland, Ore.**
O. Olsson, Dispatcher	**Portland, Ore.**
C. W. Grubbs, Dispatcher	**Portland, Ore.**
D. J. McLardy, Dispatcher	**Portland, Ore.**
F. W. Cantrell, Dispatcher	**Portland, Ore.**
W. M. Scherr, Dispatcher	**Portland, Ore.**
J. L. May, Assistant Superintendent	**Roseburg, Ore.**
J. E. Enger, Dispatcher	**Roseburg, Ore.**
J. D. Osborn, Dispatcher	**Roseburg, Ore.**
L. S. Taylor, Dispatcher	**Roseburg, Ore.**

F. L. BURCKHALTER, *Superintendent.* - - - - - - *Portland, Oregon*



MAP OF THE SOUTHERN PACIFIC CO. PORTLAND DIVISION.

NOVEMBER 1906.

SCALE OF MILES

— NOTE —
Lines under construction shown thus
Projected Lines authorized ....

PACIFIC OCEAN
PORTLAND
BULL RUN
FOREST RESERVE
MT. HOOD 11,225
FOREST GROVE
HILLSBORO
BEAVERTON
OSWEGO
OREGON CITY
NEWBERG
TILLAMOOK
Cape Meares
Cape Lookout
Cape Kiwanda
Cascade Head
GRANDE RONDE INDIAN RES.
McMINNVILLE
SHERIDAN
WOODBURN
SALEM
DALLAS
MONMOUTH
INDEPENDENCE
WARM SPRINGS INDIAN RESERVATION
MT. JEFFERSON 9760
Cape Foulweather
Yaquina Head
Yaquina Bay
ALBANY
CORVALLIS
LEBANON
Alsea Bay
BROWNSVILLE
Cape Perpetua
HARRISBURG
JUNCTION CITY
MT. WASHINGTON
THREE SISTERS
Heceta Head
EUGENE
SPRINGFIELD
WENDLING
NATRON
CASCADE RANGE
COTTAGE GROVE
Old Ft. Umpqua
Winchester Bay
DRAIN
FOREST RESERVE
Coos Bay
Coos Head
Cape Arago
MARSHFIELD
OAKLAND
ROSEBURG
Coquille Point
MT. THIELSEN 9310
End of authorized Line
ROUND BUTTE
MYRTLE CREEK
CRATER LAKE
Blalock Point
Cape Blanco
GLENDALE
KLAMATH INDIAN RESERVATION
GRANTS PASS
MEDFORD
JACKSONVILLE
ASHLAND
Cape Sebastian
Crooks Point
Arch Rock
Cape Ferrelo
End of authorized Line
ASHLAND FOREST RES.
GREGORY
OREGON — CALIFORNIA STATE LINE